

Montalvin Manor

Pedestrian and Transit Access Improvement Project

CONTRA COSTA COUNTY



MONTALVIN MANOR: VISION FOR THE FUTURE

EARLY IN THE PLANNING PROCESS, COMMUNITY WORKSHOP PARTICIPANTS DESCRIBED A SHARED VISION FOR THEIR NEIGHBORHOOD'S FUTURE. THE FOLLOWING PASSAGE DESCRIBES THE MONTALVIN MANOR NEIGHBORHOOD AS RESIDENTS ENVISION IT IN THE NEAR FUTURE...

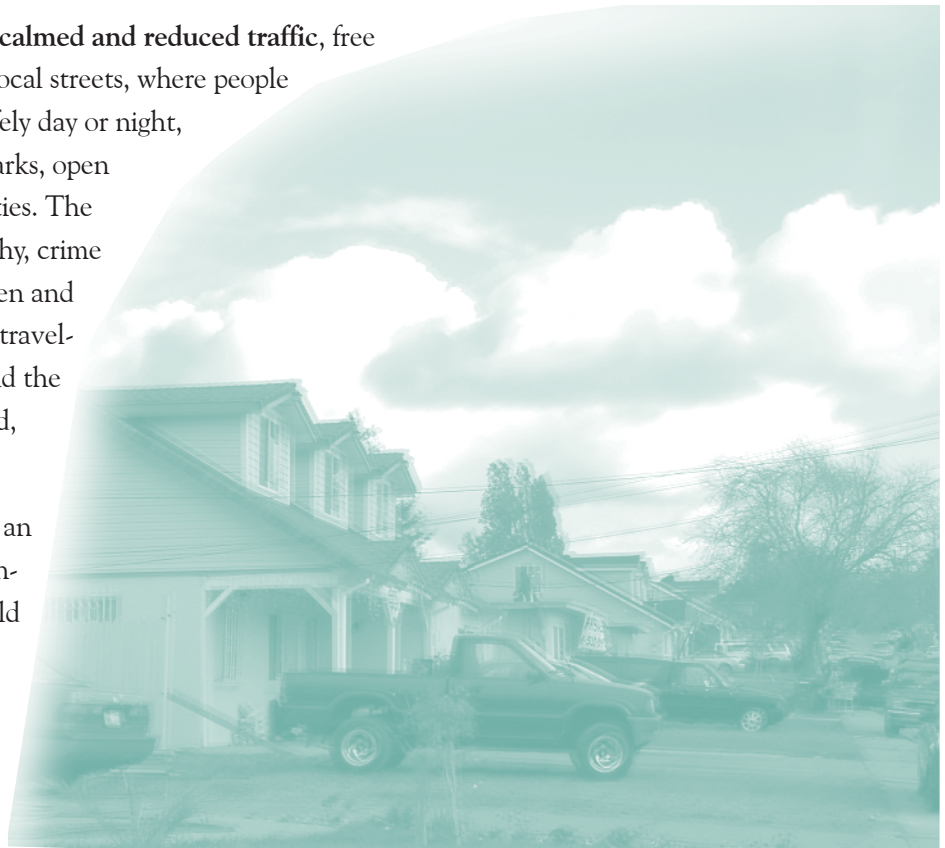
Montalvin Manor 2025:

A livable neighborhood with **physical and visual connections to the various community facilities and amenities** for pedestrians and public transit passengers alike; residents enjoy walking along sidewalks and pathways between their homes, to the bus stops, neighborhood schools, along Garrity Creek, Montalvin Manor Park, Montara Bay Community Center, and on the Bay Trail along San Pablo Bay;

A **visually attractive neighborhood** with a **strong sense of identity** reflected in its entryway monuments at key intersections along San Pablo Avenue at Kay Road, Shamrock Ave, and Tara Hills Drive, and a well-maintained landscaped corridor between San Pablo Avenue and Madeline Street that provides a pleasant 'face' to the neighborhood;

A **safe neighborhood** with **calmed and reduced traffic**, free of traffic congestion on its local streets, where people of all ages walk and bike safely day or night, using the neighborhood's parks, open spaces and recreation facilities. The neighborhood offers a healthy, crime free environment for children and teens who feel comfortable traveling between their homes and the two elementary schools; and,

An active and **empowered community** that maintains an attractive and clean environment, that continues to build local pride.



EXECUTIVE SUMMARY



The Montalvin Manor Pedestrian and Transit Access Action Strategy report was developed as a partnership between residents and the County of Contra Costa as part of the Redevelopment process for the Montalvin Manor neighborhood launched in June 2003. Montalvin Manor community members identified **goals** to effect positive changes and help the community achieve its vision of a walkable, liveable, visually attractive neighborhood:

Goal A. Improve Traffic and Vehicular Circulation

Goal B. Improve Parking Conditions

Goal C. Strengthen Pedestrian and Bike Access

Goal D. Improve Overall Image

Goal E. Transit Improvements

Goal F. Improve Montalvin Park

Goal G. Develop Opportunity Sites

Goal H. Improve Infrastructure

Goal I. Community Involvement



These goals now form the foundation of an action strategy that includes 49 specific actions for improving pedestrian and transit access in the neighborhood.

Through the series of community meetings, Montalvin manor residents prioritized these actions and selected the following **top priority actions** to focus resources towards in the neighborhood.

- **Implement 'Street Calming' Plan for the neighborhood by creating some one-way streets in a phased manner.**
- **Provide traffic calming devices such as chokers, chicanes, etc especially on key streets (including Christine Road).**
- **Extend Kay Road at Rachel Road, to connect with Montalvin Manor Elementary School with a new drop off point.**
- **Increase parking restrictions to limit trailers, motor homes, and commercial vehicles parked on the neighborhood streets.**
- **Landscape and create sidewalks on Kay Road.**
- **Finalize design concepts that create a sense of identity for the Montalvin Manor neighborhood: Landscape the sloping area between San Pablo Avenue and Madeline Drive.**
- **Install bus shelters at existing and proposed relocated bus stops.**
- **Improve park maintenance and facilities including vandal proof lighting, better basketball hoops, regularly mowed lawn, etc, and add new amenities such as new restrooms, trash cans, shade trees, bar-be-cue facilities, etc.**
- **Develop drainage improvement plans for reducing flooding on:**
 - Madeline and Francis Drive;
 - Montalvin and Madeline Drive;
 - PUE between backyards of houses facing Madeline & Francis Drive;
 - Montalvin And Lettia Drive;
 - Both entrances to Montalvin Park from Lettia & Denise Dr;
 - Entry to Mobile Home; and,
 - Tara Hills Drive at the Garrity Creek area.
- **Strengthen and better organize ongoing community outreach and involvement for proposed neighborhood improvements.**



ACKNOWLEDGEMENTS

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INTRODUCTION

The importance of enhancing the quality of life in lower income affordable residential neighborhoods across the country is rightfully being realized. While improving the quality and affordability of housing stock is important, there is an equally urgent need to create pedestrian and public transit improvements, as well as visual enhancements, to make these neighborhoods strong, livable, walkable, identifiable, enriching communities. We are reshaping how we think of our affordable neighborhoods.

Background and Planning Process

Neighborhoods such as Montalvin Manor were intended to provide temporary housing for returning military personnel after World War II and therefore were built hurriedly and inexpensively. The neighborhood was not planned with the needs of an established community in mind.

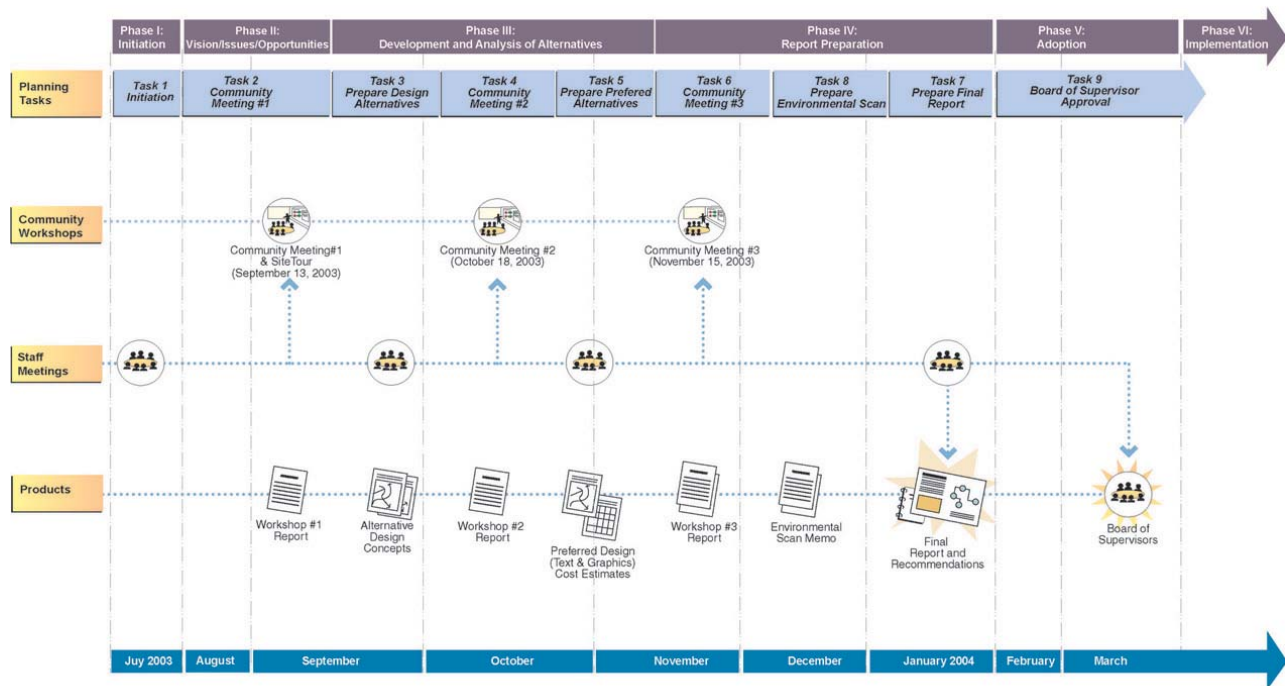
In June 2003, the Contra Costa County Board of Supervisors unanimously voted to create a Redevelopment Project Area for Montalvin Manor. The Redevelopment Area was created in order to establish a comprehensive program for improving housing conditions, revitalizing commercial uses, and expanding homeownership opportunities in Montalvin Manor.

An important aspect of a redevelopment program is the improvement of pedestrian and transit access within the neighborhood, as well as visual enhancements to help provide a sense of identity to the community. To achieve these objectives, Contra Costa County applied for and received a planning grant from the "Transportation for Livable Communities" Program of the Metropolitan Transportation Committee to initiate the Montalvin Manor Pedestrian and Transit Access Improvement Project.



In August 2003, Contra Costa County officials initiated the Pedestrian and Transit Access Project. With the help of urban planning and design consultants Moore Iacofano Goltsman, Inc. (MIG), transportation engineers DKS Associates, pedestrian and bike planning specialists Alta Planning & Design, and community development consultants Rosenow Spevacek Group (RSG), the Agency conducted a seven month process to conduct research, engage the community and develop a comprehensive strategic action strategy.

CONTRA COSTA COUNTY REDEVELOPMENT AGENCY
MONTALVIN MANOR PEDESTRIAN AND TRANSIT ACCESS DESIGN PROJECT
 Process Diagram



*See Appendix A for larger version of Process Diagram

The key goals of the project were:

- 1) Identify (through the public participation process) the Montalvin Manor neighborhood's shared vision, assets, issues and opportunities, while building on existing planning efforts
- 2) Identify top priorities to achieve the desired vision of the future
- 3) Identify key steps toward successful implementation of the priority actions, and
- 4) Develop mechanisms for assessing future progress toward implementation of the priority actions

The Montalvin Manor Pedestrian and Transit Access Project was based on a strong public participatory process involving three community workshops at key stages of the project. Four staff meetings were attended by the Project Team, made up of County staff and representatives from MIG, Alta, DKS, and RSG. The Project consisted of five phases:

PHASE 1: INITIATION

In Phase 1, the consulting team met with County staff to finalize the work program, public participation process and meeting schedule for the Project. The Project Team studied existing planning reports, traffic data and maps to gain a deeper understanding of the current physical, economic and social conditions of the neighborhood.

PHASE 2: VISION/ISSUES/OPPORTUNITIES

Phase 2 began with the initial public kick-off meeting in September 2003. Community members participated in a van tour of the project site and were informed how the planning process would unfold. Following the van tour community residents were asked to describe their vision for the future of pedestrian and transit access in Montalvin Manor, and describe assets and opportunities relative to pedestrian and transit access in the neighborhood.





PHASE 3: DEVELOPMENT & ANALYSIS OF ALTERNATIVES

Based on community input from the first public meeting, the Project Team developed a series of alternatives for improving pedestrian and transit access in Montalvin Manor. Review of these improvement alternatives was the focus of the second public meeting in October 2003. After MIG presented the proposed improvement strategies, community members were asked to evaluate and prioritize them. A list of the top priority actions was generated, along with a preliminary action strategy for implementation of the proposed improvements.

PHASE 4: REPORT PREPARATION

Based on input from the community and staff, MIG prepared the draft action strategy report, which was presented at the third and final public meeting in November 2003. The purpose of this meeting was to finalize the overall emerging neighborhood improvement concepts, confirm the Top Priority Actions and discuss potential implementation strategies.

PHASE 5: ADOPTION

The final phase of the process consisted of presenting the Action Strategy to the Redevelopment Advisory Committee.

Organization of the Document

This document describes the Montalvin Manor Pedestrian and Transit Access Action Strategy. However, it is important to note that the Action Strategy should be viewed as a working document. Over time, priorities, objectives and strategies may change, new funding sources and opportunities may be discovered, and new developments will impact the social, economic and political dynamics of the Montalvin Manor neighborhood and the region as a whole. Thus the Action Strategy report serves as a dynamic tool with built-in flexibility to evolve with the neighborhood as it changes and grows over the coming years.

The Montalvin Manor Pedestrian and Transit Access Action Strategy is divided into five main sections:

Introduction

Describes the background and reason for the project, provides an outline of the planning process to date, and outlines the project's goals

Neighborhood Context

Describes Montalvin Manor's physical context, as well as the neighborhood's specific assets, issues and challenges

Strategy Framework

Outlines the Overall Development Concept for Montalvin Manor, Goals, and Top Priority Actions

Detailed Action Matrix

Describes a full set of specific actions needed to achieve the Action Strategy's Goals

Appendices

- A. Process Diagram
- B. Economic Analysis
- C. Environmental Scan Memo Summary
- D. Community Workshop Strategic Action Plates
- E. Cost Estimates
- F. Workshop Summary Memos

GOAL A: IMPROVE TRAFFIC AND VEHICULAR CIRCULATION			
	Strategic Improvement Actions	Time Frame (Short = 0-2 yrs Medium = 3-5 yrs Long = 6-10 yrs)	Potential Funding Sources
A1	Enhance "Street Calming" Plan for the neighborhood by creating more one-way streets.		
A2	Provide traffic calming devices such as chicanes, chicanes, etc. especially on long streets (including Chestnut Road).		
A3	Extend Key Road at Rachel Road, consistent with Montalvin Manor (Downtown) subject with a new drop off point.		
A4	More signaled intersection of Key Road and San Pablo Avenue (northward on front of Dignity).		
A5	Increase volume count of speeding and other traffic violations in the neighborhood.		

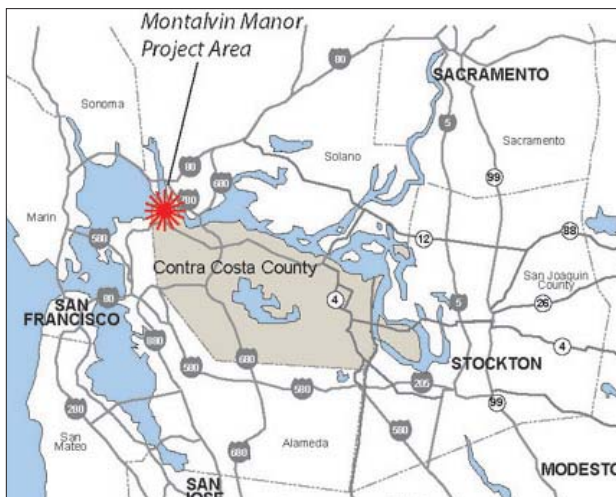
NEIGHBORHOOD CONTEXT

This chapter provides a synopsis of contextual factors to consider in Montalvin Manor community improvement efforts. It offers an overview of neighborhood characteristics, including land uses and demographics. It then outlines key neighborhood assets to build on, and challenges to overcome in the planning process. These assets and challenges will form the backbone of improvement goals and recommendations for the project area.

Physical Context

The Montalvin Manor neighborhood is located in an unincorporated section of western Contra Costa County. The community boasts a stunning natural setting with direct views to San Pablo Bay. The 211 acre neighborhood is bounded by the Union Pacific railroad tracks on the north, a steep uphill slope leading to San Pablo Avenue to the south, the Tara Hills/Bayview community and the City of Pinole to the east, and the City of Richmond to the west.

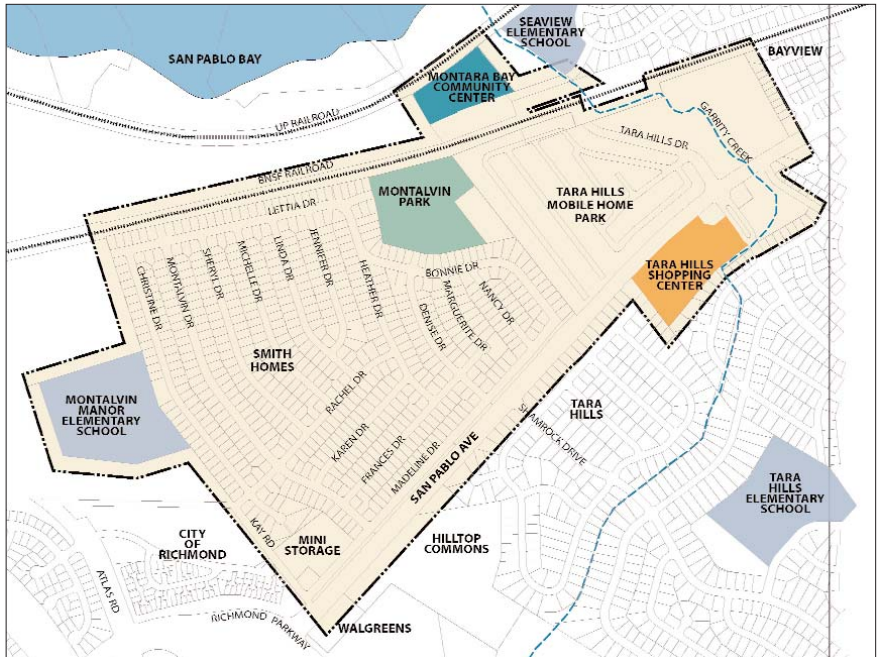
Montalvin Manor can be accessed from Interstate 80 through the Richmond Parkway. In addition, San Pablo Avenue, an important regional arterial, runs parallel to Montalvin Manor, providing the sole access into the neighborhood through Kay Road, Shamrock Avenue and Tara Hills Drive.



Regional Map



County Map



Project Area Map

Within the neighborhood there are essentially two types of streets: wider connecting streets and inner neighborhood streets. Bonnie Drive, Lettia Road, Madeline Road and Montalvin Drive are 37 feet wide and connect the residential areas with the arterial roads. The inner part of the community is served by more narrow (27 feet wide) roads, such as Denise Drive, Michelle Drive, etc.

The Montalvin Manor neighborhood is predominantly residential, though some commercial, educational, institutional and recreational uses are also scattered throughout the project area. Residential areas consist of two



Smith Homes



Tara Hills Mobile Home Park

adjacent low and moderate-income communities of Smith Homes to the West and Tara Hills Mobile Homes to the East. The Smith Homes were developed as entry level housing for returning military personnel after World War II, and now provide approximately 750 small single and multi-family homes. The 179-unit Tara Hills Mobile Home Park dates from the late 1960s. A fence separates the two communities.

Two elementary schools - Montalvin Manor School and Seaview Elementary School - are located at the western and northeastern edges of the project area, respectively, with the former primarily serving the residents of the Montalvin Manor community. The Montara Bay Community Center is across the creek from Seaview Elementary School.

A variety of open spaces serve local residents, including the Montalvin Park, which boasts of spectacular views of the San Pablo Bay. Other opportunities for open space include the open land corridor on either side of Garrity Creek, which winds through the eastern edge of the site and empties into the nearby San Pablo Bay. Playfields in the Montalvin Manor School and Montara Bay Community Center also provide recreational amenities to the community.

The commercial uses in the neighborhood consist of the visually unappealing, big box Storage Center at the southwest corner of the neighborhood, and the Tara Hills Shopping Center, a retail strip consisting of a few shops, a gas station and the Spectrum School for students with disabilities. On the outskirts of the project area at San Pablo Avenue and Kay Road is Walgreens, the neighborhood's primary retail amenity.

Socioeconomic Context

Montalvin is home to a diverse, multi-generational community with a large average household size and modest incomes. Per 2000 census data, the neighborhood houses a total of 5,144 residents. Of those residents, 34% are white, 12% are black, 16% are Asian or pacific islander, and 34% are Latino. Over the last 10 years, the Latino population has grown 17% since 1990, while the white population has declined 30% since 1990.



Montalvin Manor School



The economic downturn of the past several years has had profound negative effects on the neighborhood, resulting in an unemployment rate of 7.4%, significantly higher than the overall Contra Costa County figure of 5.1%.

Montalvin Manor's residents also experience overcrowded living conditions as a high number of adults reside in each household. To accommodate such large households, carports have been converted into housing, leaving streets and sidewalks as the primary parking location for the neighborhood's many cars.

Though household income is lower than the county average, home ownership rates remain high - with 83% of residents living in owner-occupied units. Montalvin Manor's inexpensive homes remain an asset to the county and the entire Bay Area by providing many low and moderate income residents with opportunities to become homeowners.

Assets

Montalvin Manor's considerable assets provide a strong foundation to build upon in the future. The following are key assets of the Montalvin Manor neighborhood:

Well-Established Community: The presence of long-term residents represents a commitment to the neighborhood's future, and promotes a stable and vibrant community. Though the community is of modest means, most residents effectively maintain their homes and yards. Children playing in the front yards and neighbors sharing casual conversation further highlight the tight-knit neighborhood quality.

Affordable Housing: Montalvin Manor remains one of the last bastions of affordable housing in the Bay Area and is particularly an asset for western Contra Costa County. Home ownership is an important tool in building wealth and greater economic opportunity. It is also critical to the health of the community as owners have greater investment in the long-term interests and improvements of their community.

Location & Access: The proximity of the neighborhood to San Pablo Bay offers stunning views and potential recreation opportunities. The sloping site provides dramatic vistas of the Bay from many sections of the neighbor-



hood, including Montalvin Park and San Pablo Ave. The neighborhood is easily accessible by freeways (I80 and Richmond Parkway), major arterials, (San Pablo Avenue), and regional transit WestCAT bus lines.

Intimate Neighborhood Scale: The neighborhood with narrow lots, narrow streets (25 to 35 feet wide), and small front setbacks provide a great sense of enclosure and intimate scale to the neighborhood, (though this has exacerbated parking problems).

Open Space and Recreational Facilities: Montalvin Manor possesses a wide variety of community open spaces and recreational facilities. Montalvin Park contains a children's play area and basketball and tennis courts. Sports fields can be found at the Elementary Schools and Montara Bay Community Center. The open and unhindered Garrity Creek travels throughout the neighborhood surrounded by a small buffer of open space.

Community Facilities: The neighborhood also contains various community facilities, such as Montalvin Manor and Seaview Elementary Schools, Montara Bay Community Center and a church. A Walgreens store and the Tara Hills Shopping Center are the local retail facilities. Three bus stops along San Pablo Avenue at Kay, Shamrock and Tara Hills provide transit access to the community.





Issues and Challenges:

Following are the key issues and challenges facing the neighborhood. Efforts to overcome these challenges become the driving force for improvements efforts and provide the framework for neighborhood improvement goals. A diagram displaying the existing conditions in Montalvin Manor can be found on page 14.

Inadequate pedestrian, bike, and public transit connections: Montalvin Manor's discontinuous sidewalks along San Pablo Avenue and narrow sidewalks within the residential areas prevent pedestrian accessibility throughout the neighborhood. Steep changes in topography/grade and physical barriers, such as the rail tracks between the neighborhood and Bay, impede pedestrian connections to the community facilities and are not ADA accessible. The rainy season poses additional challenges as flooding renders parts of the neighborhood inaccessible to pedestrians. Moreover, bus stops provide no shelter to offer protection from the elements. It is essential to the health of the neighborhood to develop functional pedestrian and bike connections.

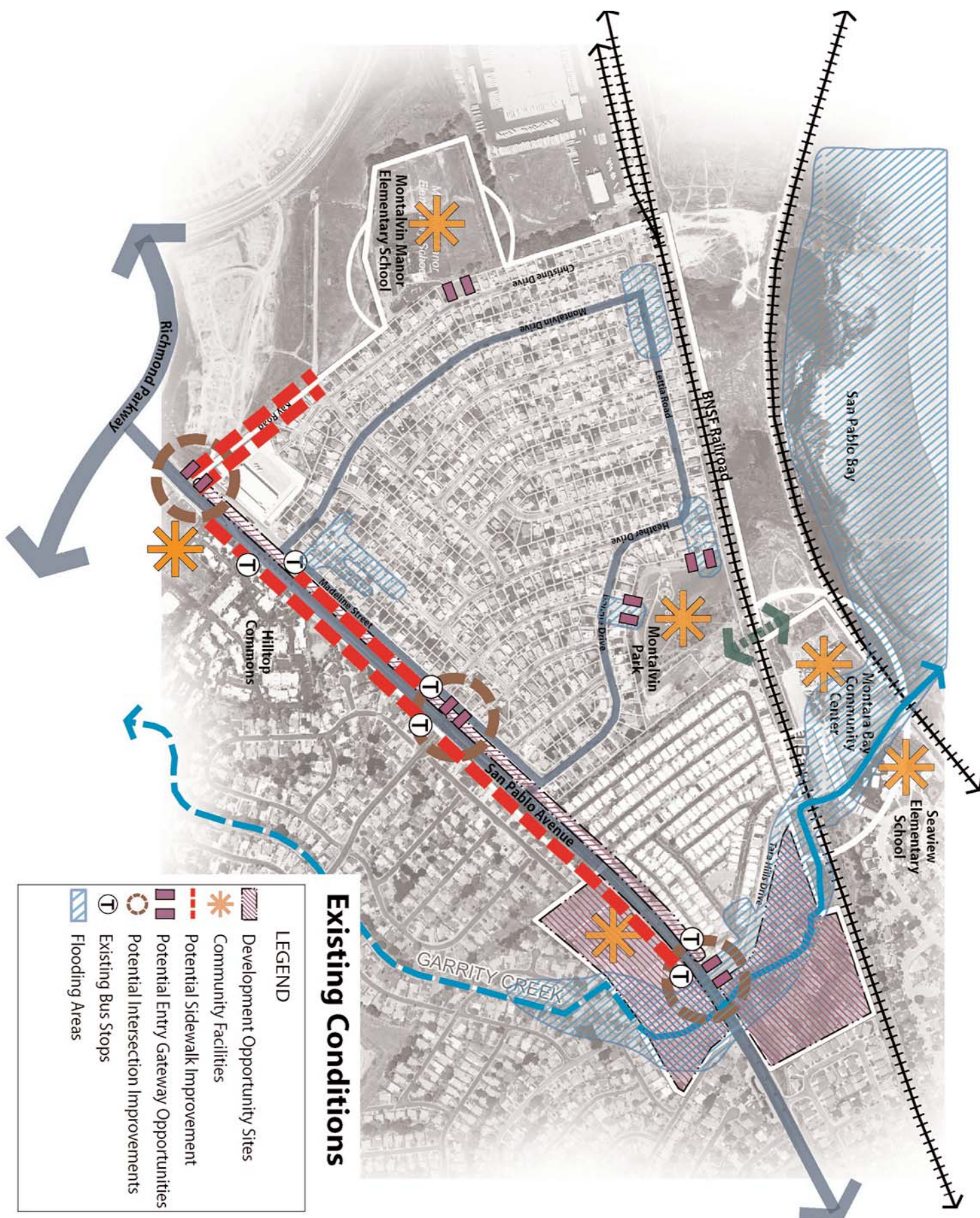
Poor image/perception of the neighborhood: Montalvin Manor suffers from the perception that it is unclean and unsafe. Such perceptions stem from the neighborhood's history of crime (currently experiencing significant decline), poor upkeep of a few individual homes, illegal dumping, illegal parking of commercial vehicles and poor general maintenance of the neighborhood. Perhaps the most significant contributor to Montalvin Manor's negative image is the weed-infested earth berm gateway to the community.

Underutilized community facilities: Montalvin Manor's wide variety of open spaces and community facilities are chronically under-utilized. Montalvin Park is poorly advertised and perceived as unsafe. It is also known to be used by people drinking and engaging in illegal activity. Lack of supervision, routine maintenance, and community events prevents residents from enjoying other major open spaces such as the pathways along Garrity Creek and the Community Center. Similarly, the retail and commercial facilities in the Tara Hills Center on the south side of San Pablo are in steady decline and need to be revitalized. While economic development recommenda-

tions lay beyond the scope of this project, facilitating neighborhood connections and better utilization of the community facilities will improve their quality and enhance neighborhood livability.








Pedestrian and auto conflicts: The combination of overcrowding, narrow roads, narrow sidewalks and rolled curbs have produced a neighborhood with congested parking on the sidewalks and excessive speeding on residential streets such as Kay Road and Christine Drive. It is important to maintain access and safety for pedestrians and bicyclists while providing adequate mobility for vehicles.





Existing Conditions

LEGEND

-  Development Opportunity Sites
-  Community Facilities
-  Potential Sidewalk Improvement
-  Potential Entry Gateway Opportunities
-  Potential Intersection Improvements
-  Existing Bus Stops
-  Flooding Areas

STRATEGY FRAMEWORK

Introduction

The purpose of this chapter is to explain the strategies proposed to improve pedestrian and transit access in the Montalvin Manor neighborhood. First, this chapter provides an overview of the neighborhood enhancement themes and concepts identified through the neighborhood planning process. From these concepts emerged a series of seven goals, along with detailed strategies for achieving each. Finally, a list of Top 10 Priority actions are offered to emphasize the most time-sensitive, critical actions and to initiate the improvement process.

Overall Neighborhood Enhancement Concept

The overall neighborhood enhancement concept is an essential component of the Action Strategy. Developed and refined throughout the planning process, the Neighborhood Enhancement Concept (foldout diagram at the end of this section) provides a structure for physical improvements in the neighborhood. Central themes highlighted in the planning process were: improving pedestrian connections and access to transit, and creating a visually attractive neighborhood with a strong sense of identity.

A central strategy of the improvement concept is to unify the neighborhood by creating pedestrian connections to important community resources, such as the elementary schools, San Pablo Bay, Montalvin Park, and the Montara Community Center. These linkages are achieved by tak-





ing the following measures: creating new sidewalks and landscaping along Kay Rd. and extending them to Montalvin Manor School, developing a new pedestrian and bike bridge across the train tracks to connect Montalvin Park with the Montara Bay Community Center, and widening the path along Garrity Creek and under the bridge to make it comfortable for pedestrians and bicyclists.

Improving pedestrian accessibility throughout the community additionally requires resolving conflicts between pedestrians and automobiles. One measure to minimize these conflicts is to install traffic calming devices, such as chokers, at key locations along Montalvin Dr. and Sheryl Dr. Additionally, increased parking restrictions will help to reduce the number of cars on the street and prevent illegal parking of autos and commercial vehicles. Minimizing pedestrian and automobile conflicts will be also be supported in the long term by replacing rolled curbs with curb cuts, which will provide pedestrians with a comfortable way to walk throughout their neighborhood.



Improving access to public transit stops along San Pablo will enhance transit usage and pedestrian life in the neighborhood. This goal will be achieved by installing bus shelters that provide protection from the elements, providing contiguous sidewalks along San Pablo Ave. and creating landscaped pedestrian connections from Madeline Dr. to San Pablo Ave.



In order to build a positive image and overcome the negative perceptions of the neighborhood, efforts to construct physical symbols of community identity are important. Developing entry monuments and initiating a program of landscaping along Kay Road and the sloping area between San Pablo Ave. and Madeline Drive will help to provide a cohesive neighborhood identity and beautify the community.



Efforts to improve the image of community facilities go hand in hand with encouraging their use. Maintaining and adding amenities to Montalvin Park, such as restrooms, trash receptacles and shade trees, are necessary steps toward this end. Improved entryways, strategically located signs and additional community events will establish a renewed presence of the park.

Improving neighborhood infrastructure, including drainage improvement plans for areas that experience flooding (including entrances to the Montalvin Park, intersection of Madeline and Montalvin Drive and entry to Mobile Home Park) will further improve the quality of life in the neighborhood.



A few underutilized sites in the neighborhood provide prime opportunities for redevelopment into neighborhood-serving and pedestrian friendly amenities. The Garrity Creek area can provide a beautiful creek-side setting for parks, recreation, trails and bike access, and can additionally support some housing and local serving retail in a mixed-use project.



A low-maintenance landscaped open space on the sloping area between Madeline and San Pablo Avenue will create an attractive facade to the neighborhood.

The Tara Hills Shopping center can be redeveloped as a pedestrian-oriented community center with retail, community services and housing.

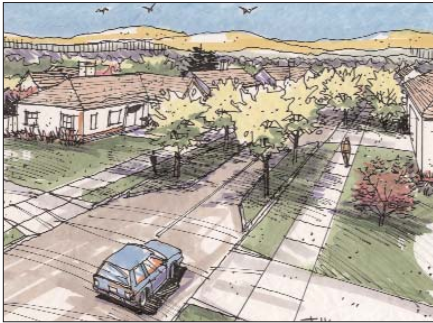
Throughout this process ongoing community involvement will be essential in ensuring the lasting impact of changes and catalyzing new improvement activities. The establishment of a local Redevelopment Advisory Committee provides an opportunity for the community to organize its efforts in a collaborative manner. Whether through the creation of a neighborhood cleanup and beautification program or through development of neighborhood business, local residents' efforts are required to ensure effective implementation and to guide future developments.



Goals

A series of neighborhood improvement goals emerged from the community planning process. This section highlights specific goals (listed below) and priority actions developed through the process to realize the community vision.

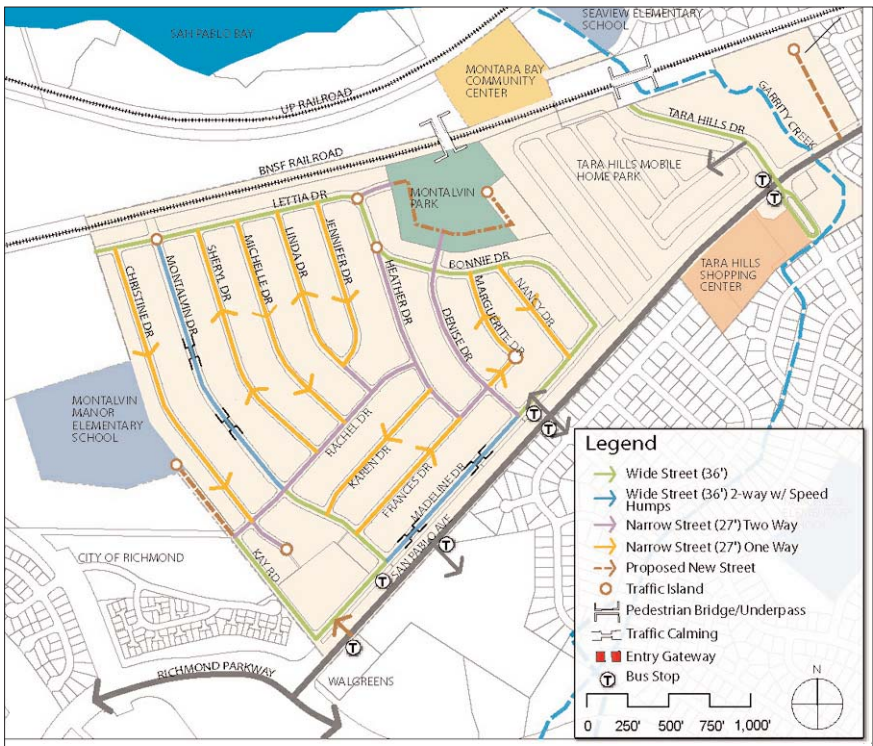
- A. **Improve traffic and vehicular circulation**
- B. **Improve parking conditions**
- C. **Strengthen bike and pedestrian access**
- D. **Improve neighborhood image**
- E. **Transit improvements**
- F. **Improve Montalvin Manor Park**
- G. **Develop opportunity sites**
- H. **Improve infrastructure**
- I. **Community involvement**



A. Improve traffic and vehicular circulation

Enhancing the quality of life within a neighborhood requires striking a careful balance between the needs of the automobile and the pedestrian. Improvements must address chronic speeding currently occurring in the neighborhood. Efforts must also be made to reduce traffic congestion near Montalvin Elementary School, near the Montara Bay Community Center - particularly under the railroad bridge, and along the crowded neighborhood streets. The following strategies aim to increase auto mobility while creating safer conditions for those who walk and bike though improving connections and calming traffic.

The County should initiate a series of neighborhood-wide traffic calming measures, including the creation of one-way streets from the narrower 27 foot wide streets throughout the neighborhood. Traffic should also be slowed by installing traffic-calming chokers¹ along Sheryl Dr., Montalvin Dr., and Madeline Dr.

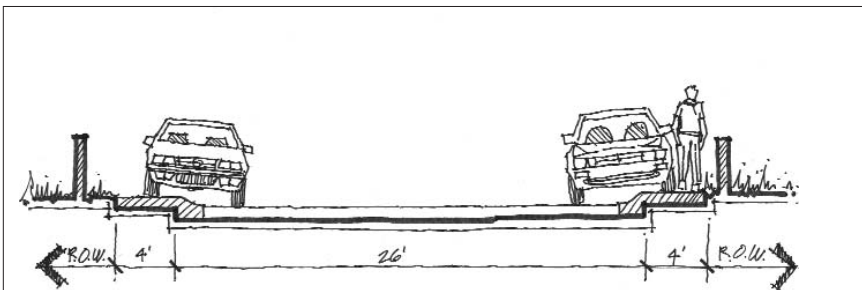


¹Chokers are raised islands in the parking zone that narrow the roadway, applicable for wide streets with speeding and cut-through problems.

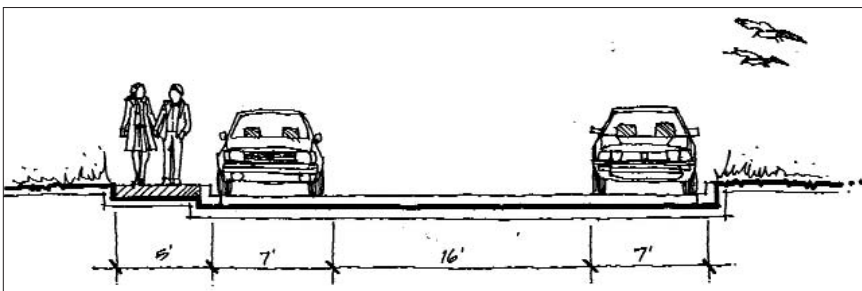
Traffic circulation can be improved at a key neighborhood node by providing new linkages along Kay Road. Extending Kay Road at Rachel Road to connect with Montalvin Manor Elementary School, in conjunction with developing a new drop-off point, will alleviate traffic congestion and improve safety for the school children. The West Contra Costa Unified School District and County can work together to ensure this is successfully implemented.



The additional improvement to Kay Rd. at San Pablo Ave. of extending the signalized intersection northward in front of the mini-storage will further serve to relieve congestion within the neighborhood, deter cut-through traffic and reduce speeding through the community. Complimentary efforts by law enforcement (including both CHP and the county sheriff) to curb traffic violations and reduce the incidence of speeding cars and commercial vehicles throughout the neighborhood remain essential in achieving pedestrian safety and calmed traffic.



Existing Conditions showing pedestrian and automobile conflicts.
NOTE: "R.O.W." refers to the publicly owned Right-of-Way.



Preferred solution is to remove the pathway from one side of the road, unroll the rounded curbs and strengthen the pedestrian connection from one side of the road.



B. Improve parking conditions

Convenient and safe parking is an important community asset and is critical to maintaining property values. Freeing the sidewalks of vehicles will enhance the community identity and encourage residents to walk and enjoy their streets.

The primary strategy for improving parking conditions is to strengthen parking restrictions and prevent commercial vehicles, trailers, and motor homes from occupying limited parking spaces on residential streets. The county and the sheriff's department must identify this as a priority and follow up with increased enforcement efforts. Accompanying these restrictions, the Sheriff's department should also remove abandoned and illegally parked vehicles from the neighborhood to provide additional space for residents and eliminate items of blight from residential streets.

In addition to increased parking restrictions, more cars can be accommodated throughout the neighborhood by replacing rolled curbs with squared curbs, and removing sidewalks from one side of the street. These improvements will allow cars to park on both sides of the street without competing with the sidewalk for space. Curb cuts will open up the sidewalks and make it comfortable to walk around the neighborhood.



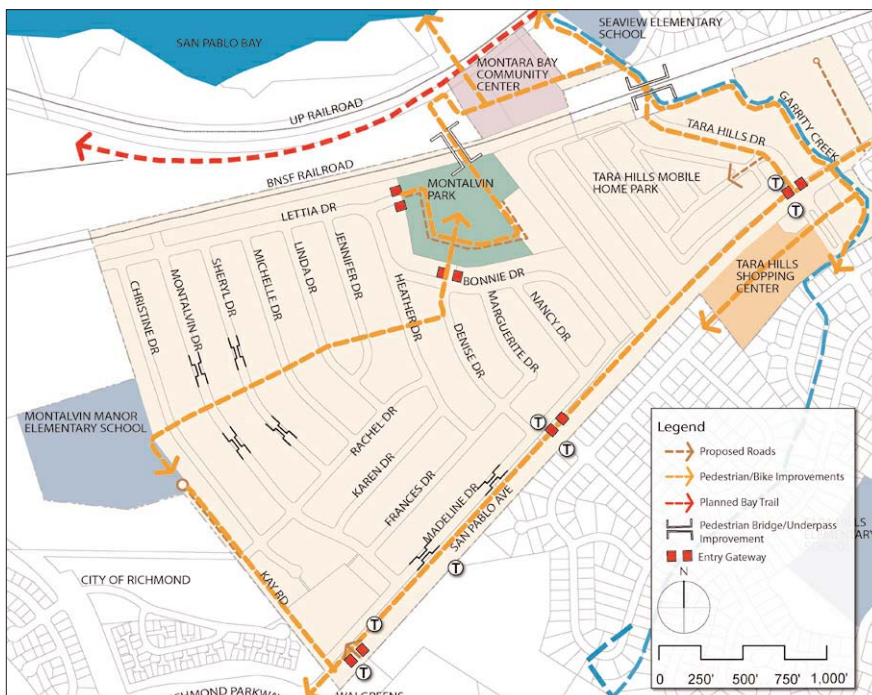
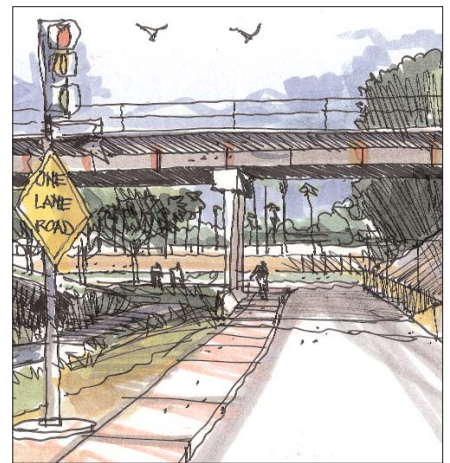
C. Strengthen pedestrian and bike access

Improvement of the entire Montalvin Manor community depends on developing a safe and pleasant pedestrian environment by connecting the residents to important community amenities, such as the elementary schools, transit stops, the Montara Bay Community Center, and San Pablo Bay.

The County needs to work with the City of Richmond to create new landscaped sidewalks along Kay Road extending from Madeline Ave to Montalvin Manor School, thereby creating a pedestrian-friendly neighborhood connection which is safe for children to walk to school.

It is also important to improve access to transit by strengthening pedestrian connections to transit stops. The County can link together the disconnected sections of sidewalk along San Pablo between Kay Road to Shamrock Drive, and across the sloping area between Madeline Dr. to San Pablo Ave.

Long-term pedestrian and bicycle connections strategies include developing at-grade crossings of rail tracks to the San Pablo Bay, connecting a neighborhood trail network to the future Bay Trail, and providing bike lanes along San Pablo Ave. from Tara Hills Dr. to the Richmond Parkway.



D. Improve image



Visible signs of decay and neglect and a history of crime have contributed to negative perceptions of the neighborhood, unsafe pedestrian life and overall lack of community identity. Improvement of image and identity will result from a combination of targeted physical design efforts and general improvement of neighborhood conditions. MTC should work with the County and its Redevelopment Agency to spearhead the development of the physical design features.

Design concepts should integrate architectural and sculptural elements with low-maintenance landscaping to create and reflect a positive community identity. A first step in creating a clear community identity is developing gateway features for the Montalvin Manor community and locating them at key entrances along San Pablo Ave. at Kay Road, Shamrock Ave., and Tara Hills Drive. Landscaping the areas between San Pablo Ave. and Madeline Drive will support a positive community identity and encourage additional beautification efforts.

In addition, resident-centered neighborhood improvements, such as neighborhood clean-up days, beautification programs, mural programs, and "dumpster days" can create community, develop pride, and ensure that improvements are carried on into the future. Involving residents in ongoing beautification and maintenance efforts will help build a sense of ownership and personal connection with community amenities.

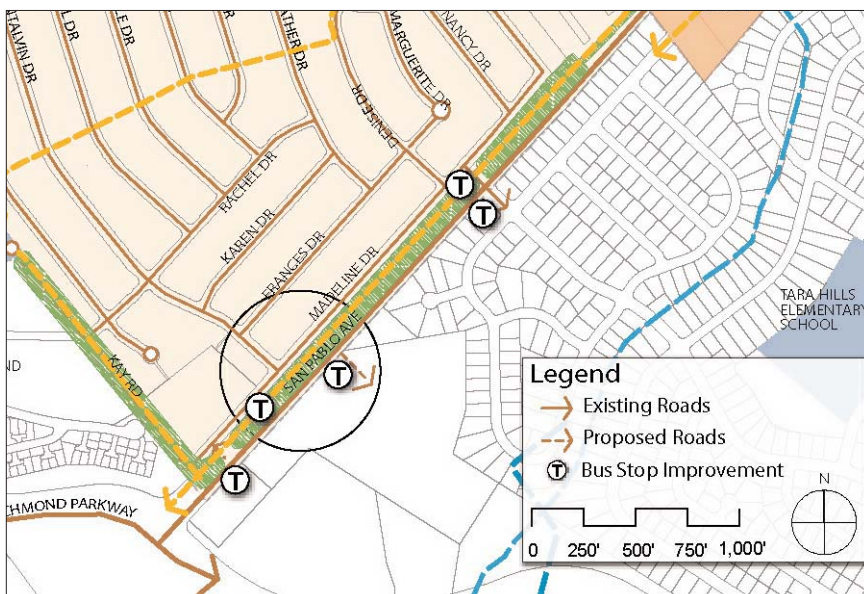


E. Transit improvements

Alternative modes of transit are essential to those who cannot afford a car. Improving the transit rider's complete door-to-door experience is critical to encouraging transit use and helping residents gain access to employment opportunities. Though San Pablo Ave. contains a number of bus stops, the lack of sidewalks and bus shelters that offer minimal protection from the elements contribute to an uncomfortable transit experience.

WestCAT can help improve the transit experience by installing functional bus shelters that offer real protection from wind and rain. In addition, relocating the San Pablo Ave. bus stop on the Montalvin Manor side closer to existing areas of activity - opposite Hilltop Commons southward (in front of the Mini Storage) - will also support these efforts.

A long-term priority is for transit routes to improve service to the Montalvin Manor community. The County and MTC must work with local transit agencies (AC Transit, WestCAT) to ensure that this goal reaches fruition. In the meantime, they should help augment limited transit opportunities by establishing and advertising carpool/vanpool programs in the community and exploring incentives to encourage their use.





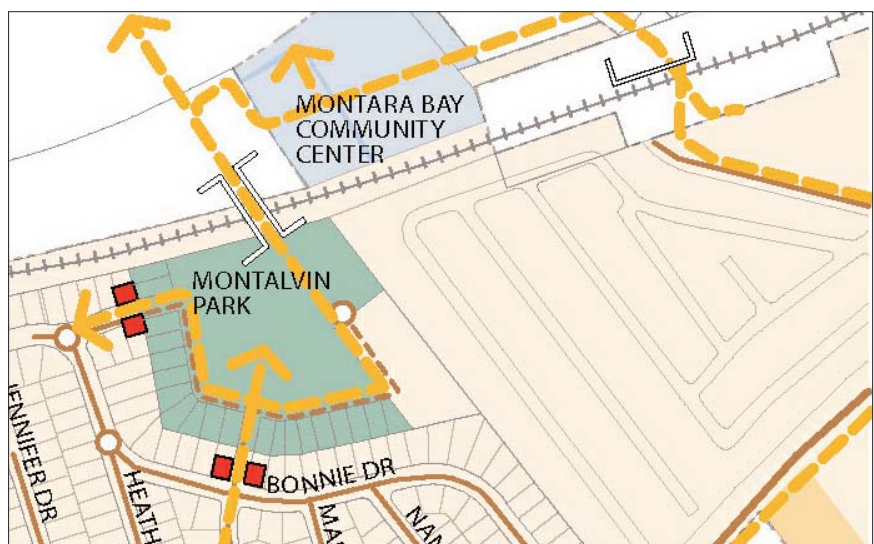
F. Improve Montalvin Park

Montalvin Manor Park remains a great resource for the community - featuring, trails, basketball courts, soccer fields, toddler play areas, and stunning views of the Bay. Strategies to improve this underutilized asset should focus on improving park facilities, infrastructure and maintenance, while also attracting more neighborhood residents to use the park.

A critical step in establishing a positive image for the park is to add new park amenities, i.e. restrooms, drinking fountains, shade trees, vandal-proof lighting and trash cans, along with routine maintenance of all park facilities, i.e. mowing the lawn and replacing broken basketball hoops.

Encouraging new park users will also require improving entryways, better advertisement of the park at key road junctures and developing events that showcase its amenities. Increasing the safety patrol through the park, including bike patrol, will ensure that the park is a safe place for children and families. Neighborhood events and clean up days can also serve to attract more users and ensure that residents feel ownership of their park.

In the long-term, the County can additionally explore opportunities to build new houses along the southeast edge of the park - building off of a great amenity and providing a steady source of community supervision of the park.



G. Develop Opportunity Sites

Garrity Creek and the Tara Hills Shopping Center provide opportunities to transform the Montalvin Manor neighborhood. While these improvements are outside of the project focus, it is important to ensure that any development provides pedestrian amenities and connects residents with the rest of the community.

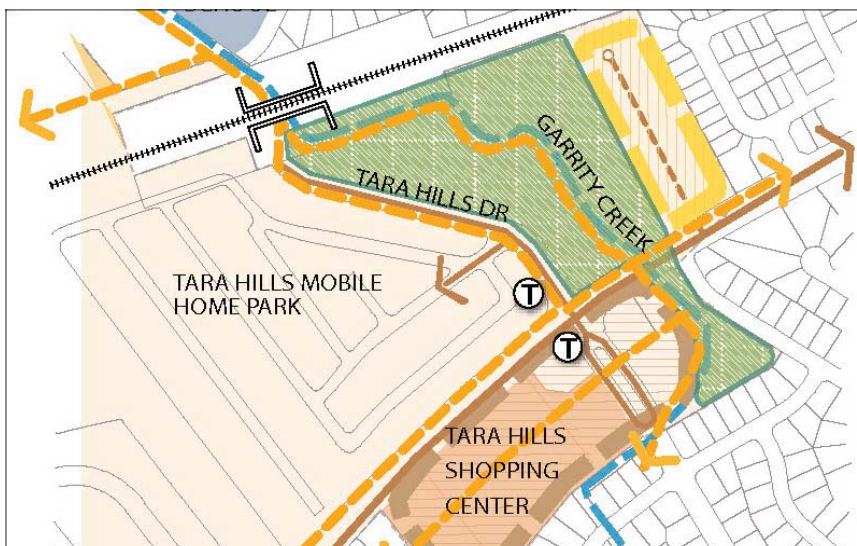
Garrity Creek

Garrity Creek presents a unique opportunity for a natural recreational open space for the neighborhood. Any future development such as housing facing the creek can provide a safe, supervised setting for public open space and trails. Retaining this dedicated right of way serves the additional purpose of controlling neighborhood flooding. Opportunities to develop partnerships with local environmental organizations that support creek restoration and educational opportunities should be explored.



Tara Hills Shopping Center

For years, the Tara Hills Shopping Center has been in steady decline; most of the storefronts are vacant and the area has been plagued with a negative image. Future development of the site should improve the pedestrian connections to the rest of the neighborhood and serve the local community's needs.





H. Improve Infrastructure

Flooding during storm events impacts much of the community and impedes mobility of both pedestrians and automobiles. The County and PWD should work with the community to develop drainage improvement plans for reducing flooding on the following sections of the neighborhood:

- (1) Madeline and Francis Drive
- (2) Montalvin and Madeline Drive
- (3) Public utility easement running between the backyards of the houses facing Madeline and Francis Drive
- (4) Montalvin and Lettia Drive
- (5) The two entrances to the Montalvin Park
- (6) Entry to Mobile Home Park
- (7) Tara Hills Drive at the Garrity Creek area.

In the long term, the County is encouraged to concentrate resources on efforts to beautify the neighborhood while improving infrastructure and reducing flooding, such as moving the utilities underground. In addition, this partnership should explore the use of low-glare lights within the neighborhood and at the intersection of San Pablo Avenue and Tara Hills Drive.



I. Community Involvement

The involvement of local residents is critical to ensuring the ongoing implementation of neighborhood improvements. The County can strengthen and better organize community involvement and outreach for proposed neighborhood improvements. It must also finalize the group of neighborhood participants for the redevelopment area. The County can also help residents form a neighborhood association by offering support and assistance. This neighborhood association can provide a community voice and ensure that residents' needs take priority in improvement projects.



Top Priority Actions

The actions in this section comprise the most important improvement projects and programs of the Action Strategy document. Resource constraints make it impossible to implement all of the community's desired improvement strategies detailed in the preceding section. Thus, it is important to start with projects and programs that: (1) are most likely to have the greatest impact for the Montalvin Manor community and the neighborhood, and (2) possess the highest potential for leveraging additional resources.

The Montalvin Manor Neighborhood community has preliminarily identified the following actions from the Detailed Action Matrix as the most important and immediate steps needed to accomplish the goals established during the planning process. Varying in scope and intensity, the Top Priority Actions will together form a fundamental blueprint for improving pedestrian and transit access in the neighborhood. An estimate of costs associated with each Top Priority Action can be found in Appendix E.

Top Priority Action	Order of Magnitude Costs (in 2004 dollars)	Time Frame Short = <2yrs Med = 2-5yrs Long = >5yrs	Lead Responsibility ¹	Potential Funding Sources
A. Improve Traffic and Vehicular Circulation				
Implement traffic calming measures in the neighborhood by creating one-way streets in a phased manner. (A1)	22,000 – 1,412,000	Short to Medium	RDA, County, PWD, CHP, Westcat, Fire, MMRAC, CDD, MMRAC	RDA, County, MTC-TLC
Provide traffic calming devices such as chokers ² , chicanes ³ , etc., especially on key streets (including Christine Road). (A2)	97,000	Medium	County, PWD, RDA, CDD, MMRAC	MTC-TLC; Safe Routes to School; OTS; NHTSA; DHS
Extend Kay Road at Rachel Road, to connect with Montalvin Manor Elementary School with a new drop off point. (A3)	584,000	Medium	RDA, WCCUSD	Caltrans, WCCUSD, RDA
B. Improve Parking Conditions				
Increase parking restrictions to limit trailers, motor homes, and commercial vehicles parked on the neighborhood streets. (B1)	10,000	Short	RDA, Sheriff, MMRAC	RDA, County, MTC-TLC
C. Strengthen Pedestrian and Bike Access				
Landscape and create sidewalks on Kay Road. (C1 & D2)	125,000 (C1) 100,000 to 150,000 (D2)	Medium	City of Richmond, RDA, MMRAC, WCCUSD, PWD	Walk America, CCTA, OTS, NHTSA, MTC - TLC
D. Improve Overall Image				
Finalize design concepts that create a sense of identity for the Montalvin Manor neighborhood: Landscape the sloping area between San Pablo Avenue and Madeline Drive. (D1a, D1b and C4)	380,000 (D1a) 905,000 (D1b) 7,300 (C4)	Medium	RDA, MMRAC, CDBG, EBMUD, PWD-Real Property, CDBG, WestCat, PWD	CDBG, RDA, PWD-Sp Dist, MTC-TLC, Walk America, Safe Routes to Transit, Westcat, CCTA

¹ See page 33 for a complete list of acronyms and abbreviations.

² Chokers are raised islands in the parking zone that narrow the roadway, applicable for wide streets with speeding and cut-through problems.

³ Chicanes are curved street alignments, requiring additional maneuvering and shortening drivers' sight-lines. Chicanes can be applied to any street where speed control is desired, provided the street is wide enough to accommodate the curvilinear design.

Top Priority Action (cont.)	Order of Magnitude Costs (in 2004 dollars)	Time Frame Short = <2yrs Med = 2-5yrs Long = >5yrs	Lead Responsibility	Potential Funding Sources
E. Transit Improvements				
Install bus shelters at existing and proposed relocated bus stops. (E1 & E2)	109,000	Short	RDA, Westcat	Foundations
F. Improve Montalvin Park				
Improve park maintenance and facilities including vandal proof lighting, better basketball hoops, regularly mowed lawn, etc, and add new amenities such as new restrooms, trash cans, shade trees, barbcue facilities, etc (F1&F2)	58,000(F1) 1,036,000 (F2)	Short to Medium	RDA, PWD-Special Districts, Weed & Seed, MMRAC	Weed & Seed, PWD-Special Districts, Urban Releaf
H. Improve Infrastructure				
Develop drainage improvement plans for reducing flooding on: (1) Madeline and Francis Drive; (2) Montalvin and Madeline Drive; (3) Public utility easement running between the backyards of the houses facing Madeline and Francis Drive (4) Montalvin and Lettia Drive; (5) The two entrances to Montalvin Park from Lettia and Denise Dr; (6) Entry to Mobile Home; and, (7) Tara Hills Drive at the Garrity Creek area. (H1)	611,00	Short - Long	MMRAC, RDA, PWD-Flood Control, PWD	CSA, Special Districts
I. Community Involvement				
Strengthen and better organize ongoing community outreach and involvement for proposed neighborhood improvements. (I1)	NA	Short	RDA, MMRAC, BOS 1&2, Weed & Seed, Head Start	none

DETAILED ACTION MATRIX

The Detailed Action Matrix on the following pages describes an array of potential strategies and actions to improve pedestrian and transit access in the Montalvin Manor neighborhood community. The Detailed Action Matrix will serve as the principal guide for Contra Costa's County's efforts to implement the community's desired improvements to the neighborhood.

Items shaded in gray are “Top Priority Actions”, identified by the Montalvin Manor Community as the most immediate and important steps needed to begin accomplishing the goals established in the planning process. An estimate of costs associated with the Top Priority Actions can be found in Appendix E.

The matrix is divided into 9 strategy categories. The categories correspond to the goals outlined in the previous chapter:

Goal A. Improve Traffic and Vehicular Circulation

Goal B. Improve Parking Conditions

Goal C. Strengthen Pedestrian and Bike Access

Goal D. Improve Overall Image

Goal E. Transit Improvements

Goal F. Improve Montalvin Park

Goal G. Develop Opportunity Sites

Goal H. Improve Infrastructure

Goal I. Community Involvement

LIST OF ABBREVIATIONS	
BOS	Board of Supervisors
CCTA	Contra Costa Transportation Authority
CDD	Contra Costa Community Development Department
CFD	Community Facility District
CHP	California Highway Patrol
DHS	State Department of Health Services
EBRPD	East Bay Regional Parks District
LLD	Landscape & Lighting District
Measure ‘M’	Contra Costa County's Bond Measure 'M'
MMRAC	Montalvin Manor Redevelopment Advisory Committee
MTC	Metropolitan Transportation Committee

LIST OF ABBREVIATIONS (CONT.)	
MTC-TLC	MTC Transportation for Livable Communities project
NHTSA	National Highway Transportation Safety Administration
OTS	Office of Transportation Safety
PWD	Public Works Department of Contra Costa County
RDA	Redevelopment Agency of Contra Costa County
TWIC	Transportation Water and Infrastructure Committee
WCCTAC	West Contra Costa Transportation Advisory Committee
WCCUSD	West Contra Costa Unified School District

GOAL A: IMPROVE TRAFFIC AND VEHICULAR CIRCULATION

	Strategic Improvement Actions*	Time Frame Short = < 2 yrs Medium = 2 - 5 yrs Long = > 5 yrs	Lead Responsibility	Potential Funding Sources
A1	Implement traffic calming measures in the neighborhood by creating some one-way streets in a phased manner.	S to M	RDA, PWD, CDD, CHP, Westcat, Fire, MMRAC	RDA, County, MTC-TLC
A2	Provide traffic calming devices such as chokers ¹ , chicanes ² , etc. especially on key streets (including Christine Road).	M	RDA, PWD, CDD, MMRAC	MTC-TLC, Safe Routes to School, OTS, NHTSA, DHS, RDA
A3	Extend Kay Road at Rachel Road, to connect with Montalvin Manor Elementary School with a new drop off point.	M	RDA, WCCUSD	Safe Routes to School, WCCUSD, RDA
A4	Move signalized intersection of Kay Road and San Pablo Avenue northward (in front of Mini-Storage).	L	RDA, PWD, CDD, EBMUD, MMRAC	NHTSA, OTS, RDA
A5	Increase enforcement of speeding and other traffic violations in the neighborhood.	S	RDA, CHP, MMRAC	PWD, NHTSA, OTS, RDA,
A6	Increase enforcement of speeding by UPS trucks in Mobile Home Park neighborhood.	S	RDA, UPS	RDA

*Each Strategic Improvement Action has a corresponding cost estimate in Appendix E. Action items shaded in gray are included in Top Ten Priority Actions

¹ Chokers are raised islands in the parking zone that narrow the roadway, applicable for wide streets with speeding and cut-through problems.

² Chicanes are curved street alignments, requiring additional maneuvering and shortening drivers' sight-lines. Chicanes can be applied to any street where speed control is desired, provided the street is wide enough to accommodate the curvilinear design.

GOAL B: IMPROVE PARKING CONDITIONS				
	Strategic Improvement Actions*	Time Frame Short = < 2 yrs Medium = 2 - 5 yrs Long = > 5 yrs	Lead Responsibility	Potential Funding Sources
B1	Increase parking restrictions to limit trailers, motor homes, and commercial vehicles parked on the neighborhood streets.	S	RDA, Sheriff, MMRAC	RDA
B2	Investigate parking plan options in the neighborhood, including increasing the width of the narrow roadways .	L	RDA, PWD, CDD, Westcat, Fire, MMRAC	RDA
B3	Increase enforcement to eliminate abandoned vehicles and illegally parked vehicles.	S	RDA, Sheriff	RDA

*Each Strategic Improvement Action has a corresponding cost estimate in Appendix E. Action items shaded in gray are included in Top Ten Priority Actions

GOAL C: STRENGTHEN PEDESTRIAN AND BIKE ACCESS

	Strategic Improvement Actions*	Time Frame Short = < 2 yrs Medium = 2 - 5 yrs Long = > 5 yrs	Lead Responsibility	Potential Funding Sources
C1	Create sidewalks on Kay Road .	M	City of Richmond, RDA, PWD	MTC – TLC, Safe Routes to School, Walk America, OTS, NHTSA,
C2	Create uninterrupted sidewalks along San Pablo Avenue from Kay Road to Shamrock Dr.	M	RDA, PWD	MTC – TLC, Safe Routes to Transit
C3	Clean up and pave pedestrian and bike path from Rachel Drive at Kay Road to Montalvin Manor School.	RDA, Pt. Pinole Properties, WCCUSD	RDA, PWD, City of Richmond, WCCUSD, Pt. Pinole Properties	Safe Routes to School, MTC-TLC, TFCA, WCCUSD
C4	Add sidewalk to bus stops on San Pablo Ave. from Madeline Ave.	M	PWD-Real Property, RDA, PWD, EBMUD, Westcat	MTC-TLC, Safe Routes to Transit, Westcat
C5	Evaluate and finalize one or more sidewalk improvements , including replacing existing rolled curbs with concrete curb cuts to discourage parking on sidewalks.		PWD, RDA, CDD, MMRAC	Walk America, OTS, NHTSA, PWD-Special Districts

*Each Strategic Improvement Action has a corresponding cost estimate in Appendix E. Action items shaded in gray are included in Top Ten Priority Actions

GOAL C: STRENGTHEN PEDESTRIAN AND BIKE ACCESS (CONT.)

	Strategic Improvement Actions*	Time Frame Short = < 2 yrs Medium = 2 - 5 yrs Long = > 5 yrs	Lead Responsibility	Potential Funding Sources
C6	Develop plans for a new pedestrian and bike friendly bridge connecting the Montalvin Park to Montara Bay Community Center.	L	RDA, PWD, Pt. Pinole Properties, BNSF	Rails to Trails, Bay Trail, EBRPD, PWD-Special Districts
C7	Create pedestrian and bike connections between the proposed Bay Trail and the neighborhood / Community Center.	M	RDA, PWD-Real Property, BNSF, WCCUSD	TFCA, Rails to Trails, Bay Trail, EBRPD, PWD-Special Districts
C8	Create pedestrian and bike trails along Garrity Creek from San Pablo Avenue to San Pablo Bay and the proposed Bay Trail.	S-M	RDA, PWD-Flood Control, Pacific Mobile LTD, Urban Creeks Council, MMRAC, Friends of Garrity Creek	TFCA, Rails to Trails, Bay Trail, EBRPD, PWD-Special Districts
C9	Explore opportunities of at-grade pedestrian crossing across railroad tracks to the San Pablo Bay (boardwalk).	M	RDA, Union Pacific, EBRPD	TFCA, Rails to Trails, Bay Trail, EBRPD, PWD-Special Districts
C10	Bicycle lanes on San Pablo from Tara Hills Drive to Richmond Parkway.	S-M	RDA, PWD, WCCTAC	TFCA, MTC-TLC, Bike oriented foundations, RDA

*Each Strategic Improvement Action has a corresponding cost estimate in Appendix E. Action items shaded in gray are included in Top Ten Priority Actions

GOAL D: IMPROVE OVERALL IMAGE

	Strategic Improvement Actions*	Time Frame Short = < 2 yrs Medium = 2 - 5 yrs Long = > 5 yrs	Lead Responsibility	Potential Funding Sources
D1	Finalize design concepts that create a sense of identity for the Montalvin Manor neighborhood:			
	a. Entry monuments for Montalvin Manor neighborhood at the three signalized intersections on San Pablo Avenue (Kay Road, Shamrock Avenue and Tara Hills Drive).	M	RDA, MMRAC, CDBG, EBMUD, PWD-Real Property	MTC-TLC, CDBG, RDA
	b. Landscape the sloping area between San Pablo Avenue and Madeline Drive.	M	RDA, MMRAC, EBMUD, PWD- Real Property	PWD-Special Districts, MTC-TLC, Walk America
D2	Landscape Kay Road.	M	RDA, MMRAC, City of Richmond	MTC-TLC, Walk America, PWD-Special Districts
D3	Initiate neighborhood clean up programs for the neighborhood with 'dumpster days' and neighborhood clean up days on an annual (quarterly?) basis.	M	RDA, MMRAC, BOS	Weed & Seed, Garbage Contract
D4	Explore potential for constructing a sound wall along San Pablo Ave.			
D5	Initiate neighborhood beautification programs that encourage residents to plant new flowers, trees, etc on their blocks/neighborhood.		RDA, MMRAC	Urban Forest Orgs, PWD-Special Districts, Neighborhood Preservation Program

*Each Strategic Improvement Action has a corresponding cost estimate in Appendix E. Action items shaded in gray are included in Top Ten Priority Actions

GOAL E: TRANSIT IMPROVEMENTS

	Strategic Improvement Actions*	Time Frame Short = < 2 yrs Medium = 2 - 5 yrs Long = > 5 yrs	Lead Responsibility	Potential Funding Sources
E1	Install bus shelters at bus stops.	S	RDA, PWD, Westcat	MTC-TLC, TFCA, Foundations
E2	Relocate existing San Pablo Ave bus stop, on the Montalvin Manor side, opposite Hilltop Commons southward (such that it is in front of Mini-Storage).	M	RDA, PWD, Westcat	MTC-TLC, TFCA
E3	Relocate existing San Pablo Ave bus stop, on the Mobile Home Park side, to the other side of Tara Hills Drive.	S	RDA, Westcat, Pacific Properties	MTC-TLC, TFCA, MTC-HIP
E4	Evaluate extending 72 Rapid AC Transit route along San Pablo Ave. to serve Montalvin Manor/Hilltop Commons residents.	S	RDA, AC TRANSIT	
E5	Evaluate expanding WCCAT bus service.	S	RDA, Westcat	
E6	Evaluate carpool/vanpool opportunities & locations in the neighborhood.	S	RDA, WCCTAC, RIDES, CDD	

*Each Strategic Improvement Action has a corresponding cost estimate in Appendix E. Action items shaded in gray are included in Top Ten Priority Actions

GOAL F: IMPROVE MONTALVIN MANOR PARK

	Strategic Improvement Actions*	Time Frame Short = < 2 yrs Medium = 2 - 5 yrs Long = > 5 yrs	Lead Responsibility	Potential Funding Sources
F1	Improve park maintenance and facilities including vandal-proof lighting, better basketball hoops, regularly mowed lawn, etc.	S	RDA, PWD-Special Districts, Weed & Seed, MMRAC	Weed & Seed, PWD-Special Districts
F2	Add new amenities such as new restrooms, drinking fountains, trash cans, shade trees, barbecue facilities, new shade trees, etc.	S-M	RDA, PWD-Special Districts	Urban Releaf, Weed & Seed, PWD – Special Districts
F3	Improve street signage to better advertise the park.	S	RDA, PWD, MMRAC	Head Start, Weed & Seed, PWD – Special Districts
F4	Design and construct entry ‘gateways’ for the park.	M	RDA, PWD-Special Districts, MMRAC	Institute for Public Spaces/Parks, PWD – Special Districts
F5	Increase safety patrol within the park (including bike patrol).	S	Sheriff, CHP	Weed & Seed
F6	Remove existing chain link barriers at the two park entrances.	S	RDA, PWD-Special Districts, MMRAC	PWD – Special Districts
F7	Investigate opportunities to build new houses facing onto the park along its southeast edge, increasing the community supervision of the park.	S	RDA, PWD-Special Districts, MMRAC	Developers
F8	Encourage neighborhood events on a regular basis in the park.	S	MMRAC, RDA, Head Start, Weed & Seed	Pooled resources

*Each Strategic Improvement Action has a corresponding cost estimate in Appendix E. Action items shaded in gray are included in Top Ten Priority Actions

GOAL G: DEVELOP OPPORTUNITY SITES				
	Strategic Improvement Actions*	Time Frame Short = < 2 yrs Medium = 2 - 5 yrs Long = > 5 yrs	Lead Responsibility	Potential Funding Sources
	<i>Garrity Creek Area</i>			
G1	Explore potential for developing housing and mixed uses on a portion of the Garrity Creek site with a major dedication of the area around the creek for public parks, open spaces, trails and bike access.	S	MMRAC, RDA, Pacific Mobile Properties, PWD- Flood Control, CCWF, Urban Creeks Council	MTC- HIP, Pooled resources, Coastal Commission, Park Dedication, PWD – Special Districts
G2	Investigate partnerships with environmental groups for creek restoration and planting .	S	MMRAC, RDA, Pacific Mobile Properties, PWD- Flood Control, CCWF, Urban Creeks Council, Friends of Garrity Creek	Pooled resources, Coastal Commission, PWD – Special Districts
	<i>Tara Hills Shopping Area</i>			
G3	Encourage redevelopment of Tara Hills Center as an important community resource.	S	RDA, MMRAC, Tara Hills Shopping Center Business owners & operators	MTC- HIP, mixed use/affordable housing tax credits
G4	Investigate relocation of mailbox to a more visible location near the intersection of Tara Hills Drive and San Pablo Avenue.	S	RDA, MMRAC, BOS, US Postal Service	

*Each Strategic Improvement Action has a corresponding cost estimate in Appendix E. Action items shaded in gray are included in Top Ten Priority Actions

GOAL H: IMPROVE INFRASTRUCTURE

	Strategic Improvement Actions*	Time Frame Short = < 2 yrs Medium = 2 - 5 yrs Long = > 5 yrs	Lead Responsibility	Potential Funding Sources
H1	Develop drainage improvement plans for reducing flooding on: (1) Madeline and Francis Drive; (2) Montalvin and Madeline Drive; (3) PUE running between the backyards of the houses facing Madeline and Francis Drive (4) Montalvin and Lettia Drive; (5) The two entrances to the Montalvin Park; (6) Entry to Mobile Home; and, (7) Tara Hills Drive at the Garrity Creek area.	S-L	MMRAC, RDA, PWD-Flood Control, PWD	CSA, Special Districts
H2	Explore opportunities to underground utilities .	L	RDA, MMRAC, TWIC	PG&E
H3	Explore using low glare street lights within the neighborhood and along San Pablo Ave.	S	RDA, MMRAC, TWIC	

*Each Strategic Improvement Action has a corresponding cost estimate in Appendix E. Action items shaded in gray are included in Top Ten Priority Actions

GOAL I: COMMUNITY INVOLVEMENT				
	Strategic Improvement Actions	Time Frame Short = < 2 yrs Medium = 2 - 5 yrs Long = > 5 yrs	Lead Responsibility	Potential Funding Sources
I1	Strengthen and better organize ongoing community involvement and outreach for proposed neighborhood improvements.	S	RDA, MMRAC, BOS 1&2, Weed & Seed, Head Start	none
I2	Finalize Redevelopment Advisory Committee for the neighborhood.	S	RDA, BOS Dist. 1, BOS Dist. 2	none
I3	Assist in formulating a Montalvin Manor neighborhood association for ongoing participation in public improvements affecting the Montalvin community.	S	MMRAC, RDA	none

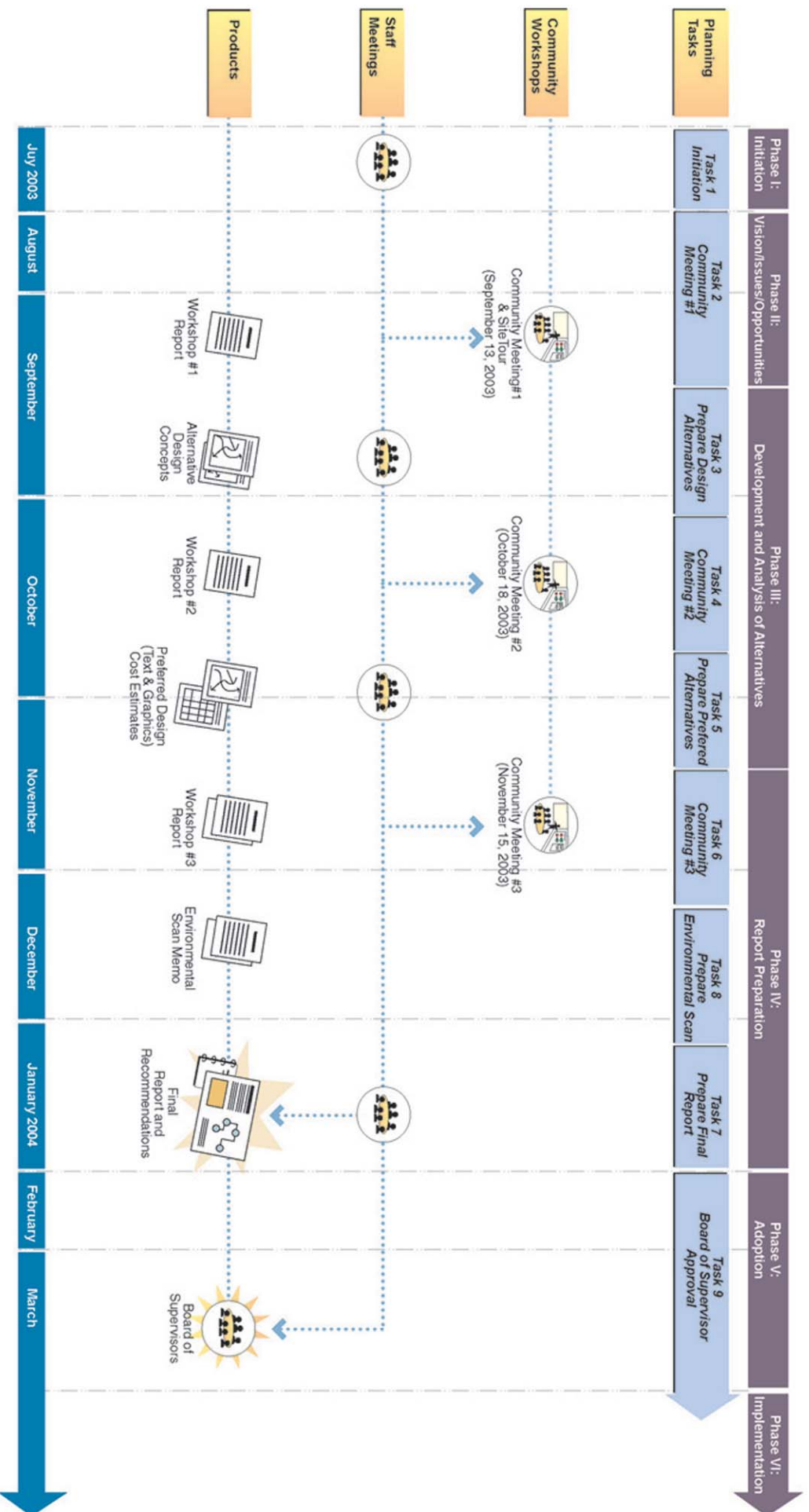
*Each Strategic Improvement Action has a corresponding cost estimate in Appendix E. Action items shaded in gray are included in Top Ten Priority Actions

APPENDIX A: PROCESS DIAGRAM

CONTRA COSTA COUNTY REDEVELOPMENT AGENCY

MONTALVIN MANOR PEDESTRIAN AND TRANSIT ACCESS DESIGN PROJECT

Process Diagram



Contact Information:
 Ann Cheng, Redevelopment Planner
 Contra Costa County Community Development Department
 651 Pine Street, North Wing, 4th Floor
 Martinez CA 94553
 Phone: (925)335.1251
 Email: Achen@cd.co.contra-costa.ca.us

APPENDIX B: ECONOMIC ANALYSIS



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REAL ESTATE ECONOMICS
GOVERNMENT SERVICES
ECONOMIC DEVELOPMENT
REDEVELOPMENT PLANNING
HOUSING
REAL ESTATE ACQUISITION
FINANCING

October 14, 2003

Mr. Mukul Malhotra
Project Manager & Urban Designer
Moore Iacofanco Goltsman Inc.
800 Hearst Avenue
Berkeley, California 94710

Montalvin Manor Pedestrian & Transit Access Project

Dear Mr. Malhotra:

As part of our discussions last week regarding potential improvements and funding sources for the Montalvin Manor area, you asked RSG to update the Project Area's tax increment projections. Attached please find our updated projections. We have identified increased assessed values in 2003 and 2004 that are the result of property sales activity. New development assumptions have remained the same as those utilized in the redevelopment plan adoption study. We have also update the bonding capacity chart, and revised it to utilize only the non-housing portion of the area's tax increment revenue. The update indicates that the Project Area should receive approximately \$119,000 in gross tax increment next year. Of this amount \$24,000 must be set aside for housing and \$24,000 goes to the area's taxing agencies. This leaves a net of \$71,800 to be used on non-housing related activities. The accepted rule in estimating bonding amounts is that you can issue at least ten (10) times the amount of annual revenue received. However, a bond issue under \$1.5 million is not considered economical due to cost of issuance and reserve requirements. You will note from our bonding capacity table, it does not become economical to issue tax allocation bonds until fiscal year 2007 when projected new development may be in place.

Obviously other sources of funding in addition to tax increment financing will be necessary to pay for the desired improvements. One method discussed at our meeting on Friday was the use of an Assessment or a Mello Roos financing district. It is my understanding that changes in state law make it rather difficult to undertake an Assessment District and that the Mello Roos is a much easier mechanism to allocated benefit and determine annual property owner payments. We have provided an example of this type of financing and the estimated "average" cost per parcel per year based upon the projects list distributed last Friday. As you will note, the per home, per year payments are rather steep. Only under the \$2.5 million scenario do we approach a more reasonable payment amount of approximately \$288 per year. This approach does not assess any payment cost to the vacant land, the Terra Hills Mobile Home Park or the commercial property. If these properties were include the annual cost per parcel should be substantially reduced. Another avenue available for reducing the annual bond payments to the homeowners would be to pledge tax increment revenue from the Project Area to cover a portion of the annual payments. However, there does seem to be sufficient tax increment revenue at this time to make a significant difference in a property owner's annual payment.

We hope that this information is helpful to you when discussing the issues of financing on Saturday. If you have any questions or need additional information please do not hesitate to call.

Sincerely,
ROSENOW SPEVACEK GROUP, INC.

Felise Acosta
Principal

attachments

**CONTRA COSTA COUNTY REDEVELOPMENT AGENCY
MONTALVIN MANOR REDEVELOPMENT PROJECT AREA
TAX INCREMENT PROJECTIONS**

Updated 10-10-03			Assumed		Added	Assume	Total		Gross	Housing	Redev.	Total	Net	
Plan	Tax	Fiscal	Secured	Secured	New	Unsecured AV	Assessed	Incremental	Tax	Set	Fund	Statutory	Redev.	
Yr.	Inc.	Year	Growth	Assessed	Value	Growth Rate @	Value	Value	Increment	Aside	(gross TI	Payments	Revenue	
	Yr.		Rate	Value		0.75%	(Plus HOX)		1%	20%	less Housing)			
BY		2002-03		86,369,427			213,591	86,474,201	-	-	-	-	-	
1		2003-04		88,096,816	4,197,577		215,193	92,509,586	-	-	-	-	-	
2	1	2004-05	2.0%	94,140,280	4,093,287		216,807	98,450,375	11,976,174	119,762	23,952	95,809	23,952	71,857
3	2	2005-06	3.0%	101,180,574			218,433	101,399,008	14,924,807	149,248	29,850	119,398	29,850	89,549
4	3	2006-07	3.0%	104,215,992			220,071	104,436,063	17,961,862	179,619	35,924	143,695	35,924	107,771
5	4	2007-08	3.0%	107,342,471	34,156,057		221,722	141,720,250	55,246,049	552,460	110,492	441,968	110,492	331,476
6	5	2008-09	3.0%	145,743,484	4,925,215		223,385	150,892,084	64,417,883	644,179	128,836	515,343	128,836	386,507
7	6	2009-10	3.0%	155,188,760			225,060	155,413,821	68,939,620	689,396	137,879	551,517	137,879	413,638
8	7	2010-11	2%	158,292,535	8,131,158		226,748	166,650,441	80,176,240	801,762	160,352	641,410	160,352	481,057
9	8	2011-12	2%	169,752,167			228,449	169,980,616	83,506,415	835,064	167,013	668,051	167,013	501,038
10	9	2012-13	2%	173,147,210			230,162	173,377,372	86,903,171	869,032	173,806	695,225	173,806	521,419
11	10	2013-14	2%	176,610,154			231,888	176,842,043	90,367,842	903,678	180,736	722,943	180,736	542,207
12	11	2014-15	2%	180,142,357			233,628	180,375,985	93,901,784	939,018	187,804	751,214	193,741	557,474
13	12	2015-16	3%	185,546,628			235,380	185,782,008	99,307,807	993,078	198,616	794,462	213,635	580,828
14	13	2016-17	3%	191,113,027			237,145	191,350,172	104,875,971	1,048,760	209,752	839,008	234,126	604,882
15	14	2017-18	3%	196,846,418			238,924	197,085,342	110,611,141	1,106,111	221,222	884,889	255,231	629,658
16	15	2018-19	4%	204,720,274			240,716	204,960,990	118,486,789	1,184,868	236,974	947,894	284,213	663,681
17	16	2019-20	4%	212,909,085			242,521	213,151,607	126,677,406	1,266,774	253,355	1,013,419	314,355	699,064
18	17	2020-21	4%	221,425,449			244,340	221,669,789	135,195,588	1,351,956	270,391	1,081,565	345,702	735,863
19	18	2021-22	4%	230,282,467			246,173	230,528,639	144,054,438	1,440,544	288,109	1,152,436	378,302	774,133
20	19	2022-23	4%	239,493,766			248,019	239,741,784	153,267,583	1,532,676	306,535	1,226,141	412,207	813,934
21	20	2023-24	3%	246,678,578			249,879	246,928,457	160,454,256	1,604,543	320,909	1,283,634	438,654	844,980
22	21	2024-25	3%	254,078,936			251,753	254,330,689	167,856,488	1,678,565	335,713	1,342,852	465,894	876,958
23	22	2025-26	3%	261,701,304			253,641	261,954,945	175,480,744	1,754,807	350,961	1,403,846	493,951	909,895
24	23	2026-27	3%	269,552,343			255,543	269,807,887	183,333,686	1,833,337	366,667	1,466,669	522,850	943,819
25	24	2027-28	3%	277,638,913			257,460	277,896,373	191,422,172	1,914,222	382,844	1,531,377	552,616	978,762
26	25	2028-29	5%	291,520,859			259,391	291,780,250	205,306,049	2,053,060	410,612	1,642,448	603,708	1,038,740
27	26	2031-30	5%	306,096,902			261,336	306,358,238	219,884,037	2,198,840	439,768	1,759,072	657,355	1,101,717
28	27	2030-31	5%	321,401,747			263,296	321,665,044	235,190,843	2,351,908	470,382	1,881,527	713,684	1,167,842
29	28	2031-32	3%	331,043,799			265,271	331,309,071	244,834,870	2,448,349	489,670	1,958,679	749,174	1,209,505
30	29	2032-33	3%	340,975,113			267,261	341,242,374	254,768,173	2,547,682	509,536	2,038,145	785,729	1,252,416
31	30	2033-34	3%	351,204,367			269,265	351,473,632	264,999,431	2,649,994	529,999	2,119,995	823,380	1,296,616
32	31	2034-35	3%	361,740,498			271,285	362,011,783	275,537,582	2,755,376	551,075	2,204,301	873,963	1,330,338
33	32	2035-36	3%	372,592,713			273,319	372,866,032	286,391,831	2,863,918	572,784	2,291,135	926,063	1,365,071
34	33	2036-37	3%	383,770,494			275,369	384,045,863	297,571,662	2,975,717	595,143	2,380,573	979,727	1,400,847
35	34	2037-38	3%	395,283,609			277,434	395,561,043	309,086,842	3,090,868	618,174	2,472,695	1,035,000	1,437,695
36	35	2038-39	4%	411,094,953			279,515	411,374,469	324,900,268	3,249,003	649,801	2,599,202	1,110,904	1,488,298
37	36	2039-40	4%	427,538,751			281,612	427,820,363	341,346,162	3,413,462	682,692	2,730,769	1,189,844	1,540,925
38	37	2040-41	4%	444,640,302			283,724	444,924,025	358,449,824	3,584,498	716,900	2,867,599	1,271,942	1,595,657
39	38	2041-42	4%	462,425,914			285,852	462,711,765	376,237,564	3,762,376	752,475	3,009,901	1,357,323	1,652,578
40	39	2042-43	4%	480,922,950			287,996	481,210,946	394,736,745	3,947,367	789,473	3,157,894	1,446,119	1,711,775
41	40	2043-44	5%	504,969,098			290,155	505,259,253	418,785,052	4,187,851	837,570	3,350,280	1,561,551	1,788,730
42	41	2044-45	5%	530,217,553			292,332	530,509,884	444,035,683	4,440,357	888,071	3,552,285	1,682,754	1,869,532
43	42	2045-46	5%	556,728,430			294,524	557,022,954	470,548,753	4,705,488	941,098	3,764,390	1,810,017	1,954,373
44	43	2046-47	5%	584,564,852			296,733	584,861,585	498,387,384	4,983,874	996,775	3,987,099	1,943,642	2,043,457
45	44	2047-48	5%	613,793,094			298,959	614,092,053	527,617,852	5,276,179	1,055,236	4,220,943	2,083,948	2,136,994
Totals					47,212,430					92,879,625	18,575,925	74,303,700	29,860,143	44,443,557
Net Present Value (based on a 5.5% return)										19,554,814	3,910,963	15,643,851	5,567,125	10,076,726

Assumed New Development

Vacant Land	Year Assumed
Commercial	
6.84 acres @ .25far	2007-08
3.13 acres @ .25far	2008-09
Residential	
5.96 acres-176 units	2007-08
Redevelopment of Shopping Center	2010-11

BONDING CAPACITY ANALYSIS OF PROJECTED NET TAX INCREMENT REVENUE (INCLUDING OF HOUSING)

<div> <div>Contra Costa County Redevelopment Agency</div> <div>37,904</div> </div>											
Montalvin Manor Redevelopment Project Area											
Plan Year	Fiscal Year	Net Tax Increment Without Housing TI	Debt Issued 5.40%	Issuance Costs 1.75%	Reserve Funds 10%	Net Proceeds	Bond Debt Service	Total Bond Debt Service	Coverage Ratio 1.25	Interest on Reserves 5%	Surplus Resources Available for Projects
BY	2002-2003										-
1	2003	-						0			-
2	2004	71,857						0			71,857
3	2005	89,549						0			89,549
4*	2006	107,771						0			107,771
5	2007	331,476	3,897,011	68,198	389,701	3,439,112	265,181	265,181	1.25	19,485	85,780
6	2008	386,507						265,181	1.46	19,485	140,811
7	2009	413,638						265,181	1.56	19,485	167,942
8	2010	481,057						265,181	1.81	19,485	235,361
9	2011	501,038						265,181	1.89	19,485	255,343
10	2012	521,419						265,181	1.97	19,485	275,723
11	2013	542,207						265,181	2.04	19,485	296,511
12	2014	557,474						265,181	2.10	19,485	311,778
13	2015	580,828						265,181	2.19	19,485	335,132
14**	2016	604,882	3,515,587	61,523	351,559	3,102,505	239,226	504,407	1.20	37,063	137,538
15	2017	629,658						504,407	1.25	37,063	162,314
16	2018	663,681		-	-	-	-	504,407	1.32	37,063	196,337
17	2019	699,064		-	-	-		504,407	1.39	37,063	231,720
18	2020	735,863		-	-	-		504,407	1.46	37,063	268,519
19	2021	774,133		-	-	-	-	504,407	1.53	37,063	306,789
20***	2022	813,934	2,705,031	47,338	270,503	2,387,190	196,008	704,102	1.16	50,588	160,420
21	2023	844,980		-	-	-		704,102	1.20	50,588	191,467
22	2024	876,958		-	-	-		704,102	1.25	50,588	223,444
23	2025	909,895		-	-	-		704,102	1.29	50,588	256,381
24	2026	943,819		-	-	-		704,102	1.34	50,588	290,306
25	2027	978,762		-	-	-		704,102	1.39	50,588	325,248
26	2028	1,038,740		-	-	-		704,102	1.48	50,588	385,226
27	2029	1,101,717		-	-	-		704,102	1.56	50,588	448,203
28	2030	1,167,842		-	-	-		704,102	1.66	50,588	514,329
29	2031	1,209,505		-	-	-		704,102	1.72	50,588	555,991
30	2032	1,252,416						704,102	1.78	50,588	598,903
31	2033	1,296,616						704,102	1.84	50,588	643,102
32	2034	1,330,338						704,102	1.89	50,588	676,824
33	2035	1,365,071						704,102	1.94	50,588	711,557
34	2036	1,400,847		TOTAL BONDING CAPACITY-NON HOUSING \$10,117,629 FUNDS REMAINING-NON HOUSING \$25,582,823 (includes funds available after debt service and interest on reserve funds)				704,102	1.99	50,588	747,333
35	2037	1,437,695						438,921	3.28	31,103	1,029,877
36	2038	1,488,298						438,921	3.39	31,103	1,080,480
37	2039	1,540,925						438,921	3.51	31,103	1,133,107
38	2040	1,595,657						438,921	3.64	31,103	1,187,839
39	2041	1,652,578						438,921	3.77	31,103	1,244,760
40	2042	1,711,775						438,921	3.90	31,103	1,303,957
41	2043	1,788,730						438,921	4.08	31,103	1,380,912
42	2044	1,869,532						438,921	4.26	31,103	1,461,714
43	2045	1,954,373						438,921	4.45	31,103	1,546,556
44	2046	2,043,457						199,695	10.23	13,525	1,857,287
45	2047	2,136,994						199,695	10.70	13,525	1,950,825
Totals		44,443,557	10,117,629	177,059	1,011,763	8,928,807	700,415	20,324,277		1,463,544	25,582,823

Note: * Indicates a 30 year term for the assumed bond issue.

** Indicates a 30 year term for the assumed bond issue.

*** Indicates a 26 year term for the assumed bond issue.

**CONTRA COSTA COUNTY REDEVELOPMENT AGENCY
MONTALVIN MANOR REDEVELOPMENT PROJECT AREA
ASSESSMENT DISTRICT/MELLO ROOS ANALYSIS**

Total Costs Improvements to be Funded	Full Funding	50% of Improvements	Reduced Amount	Improvements To Be Funded	Estimated Costs
Bond Principal	6,159,486	3,079,743	\$2,250,000		
Bond Term (estimated years)	6,914,023	3,457,012	2,525,625	1. Street & Sidewalk Improvements of Two Way Narrow Streets	1,463,846
Interest (Unrated)	30			2. Move Kay Rd. Intersection	1,520,000
Issuance Costs	6%			3. Kay Rd. Intersection	503,200
Reserve Funds	2.25%			4. San Pablo Avenue Landscaping	1,481,760
Net Proceeds	10%			5. Pedestrian Improvement @ San Pablo Ave. & Shamrock Ave	537,880
Bond Debt Service	6,159,486	3,079,743	2,250,000	6. Reconstruct Tara Hills Drive-San Pablo Ave. to Community Center	652,800
	502,296	251,148	183,484	Total	6,159,486
Number of SF Homes MM					
Average cost per home per year	637	637	637		
	\$789	\$394	\$288		

APPENDIX C: ENVIRONMENTAL SCAN MEMO SUMMARY

INTRODUCTION

This Environmental Scan Memorandum provides a general assessment of the environmental issues associated with development of the various components of the Montalvin Manor Pedestrian and Transit Access project. The purpose of this document is to provide an overview of the potential environmental impacts of adopting and implementing the project. The memo serves as a foundation for future project-specific CEQA review, to be conducted prior to the implementation of specific improvements identified by the Pedestrian and Transit Access plan.

It should be noted that no original technical research was conducted for this environmental scan memo. Conclusions are based on field visits to the project area and available technical information from the Redevelopment Plan Draft EIR, the Contra Costa County General Plan, and other existing documents. Due to the lack of specific design details about many of the identified improvements, determinations of the expected level of significance of potential environmental impacts are drawn at a general level only. Where insufficient information is available to make a determination about potential impacts, it is noted that further technical study will be required.

Descriptions of the environmental setting were obtained primarily from the Montalvin Manor Redevelopment Plan Draft Environmental Impact Report (DEIR), dated February 27, 2003. It is assumed that existing conditions have not substantially changed from the time that document was prepared.

The Memo is organized as follows: Project Description; Potential Environmental Impacts; Identified Improvements Not Expected to Result in Significant Impacts; and Summary and Required Further Environmental Analysis. The Project Description section gives an overview of the various components of the Montalvin Manor Transit and Pedestrian Access project that are analyzed in this memo. Potential Environmental Impacts provides a discussion of the impacts likely to occur if the identified improvements were to be implemented. The environmental impacts discussion is organized by environmental topic area, and includes the following topics:

- Aesthetics
 - Agricultural Resources
 - Air Quality
 - Biological Resources
 - Cultural Resources
 - Geology and Soils
 - Hazards and Hazardous Materials
 - Hydrology and Water Quality
 - Land Use
 - Noise
-

- Population and Housing
- Public Services and Utilities
- Transportation and Circulation

The Summary and Further Required Environmental Analysis provides an overview of all the environmental impacts identified in this document, and identifies those project actions that would require further detailed environmental review prior to implementation.

PROJECT DESCRIPTION

The Montalvin Manor Pedestrian and Transit Access project resulted in a variety of recommended improvement actions. Some recommendations involve physical changes, such as roadway or parking improvements; other recommendations involve programmatic actions such as community involvement or outreach programs. For the purposes of this Environmental Scan Memo (and consistent with CEQA requirements), only improvements that would result in physical changes to the environment were evaluated for their potential environmental effects. Recommended programmatic actions that would not result in any physical changes and were therefore not analyzed are listed at the end of this document, under Identified Improvements Not Expected to Result in Significant Environmental Impacts.

The following recommended improvements of the Pedestrian and Transit Access project could result in physical changes and are evaluated in this memo for their potential environmental impacts:

Traffic and Circulation Improvements

- Install traffic calming devices such as chokers and chicanes
- Conversion of existing two-way residential streets to one-way streets.
- Kay Road extension
- Relocate signalized intersection of Kay Road/San Pablo Avenue

Parking Improvements

- Limit trailers, motor homes, commercial vehicle parking in neighborhood
- Increasing width of roadways to add parking

Bicycle and Pedestrian Improvements

- Install sidewalks on Kay Road
 - Install sidewalks along San Pablo Avenue from Tara Hills to Kay Road
 - Pave bicycle path from Rachel Drive/Kay Road to Montalvin Manor School
 - Improve pedestrian connection to bus stops on San Pablo Avenue from Madeline Ave
-

- Replace rolled curbs with standard curb/gutter to discourage parking on sidewalk
- Develop pedestrian bridge over BNSF railroad tracks, connecting Montalvin Park with Community Center
- Pedestrian/bicycle connections between Bay Trail and neighborhood
- Pedestrian/bicycle trail along Garrity Creek from San Pablo Avenue to Bay Trail
- At-grade pedestrian crossing across UP tracks for bay access
- Pedestrian access to Tara Hills shopping center
- Install bicycle facilities on San Pablo Avenue between Tara Hills Road and Richmond Parkway
- Improve pedestrian access to Tara Hills Shopping Center from neighborhoods

Public Transit Improvements

- Expanded bus service to area
- Bus shelters at bus stops
- Relocated San Pablo Avenue bus stops

Neighborhood Image Improvements

- Entry Monuments
- Landscaping between San Pablo Avenue and Madeline Ave
- Landscaping on Kay Road
- Sound wall along San Pablo Avenue

Montalvin Park Improvements

- Entry gateways
- Amenities, restrooms
- Landscaping improvements
- New housing along southeast edge of park

Opportunity Sites

- Housing and mixed uses on site adjacent to Garrity Creek
 - Redevelopment of Tara Hills Center
-

Infrastructure Improvements

- Drainage improvements
- Undergrounding of utilities
- Low glare street lights

The improvements listed above have been developed at a very conceptual planning level only as part of the Transit and Pedestrian Access project. Specific design details, such as the exact location or extent of transportation and parking improvements, specific alignments of bicycle/pedestrian paths, locations of new bus stops, or type and amount of proposed housing or redevelopment activities, have not yet been developed. For many of the identified improvements, further planning, design, engineering and environmental review will be required prior to implementation.

POTENTIAL ENVIRONMENTAL IMPACTS

For each environmental issue area below, a discussion is provided of the impacts likely to occur if specific improvements identified by the Transit and Pedestrian Access Plan were implemented. Due to the large number of individual improvements recommended, each impact discussion is broken down by major improvement type identified in the Project Description.

AESTHETICS

Setting

The project area is located along San Pablo Avenue, approximately one-half mile south of the City of Pinole, in the western portion of Contra Costa County. A variety of land uses are located in the vicinity of the project area, including retail and commercial uses with frontage on San Pablo Avenue, and single-family residential neighborhoods in areas to the east and west of San Pablo Avenue.

The project area is traversed by San Pablo Avenue, West Contra Costa County's major arterial, which carries both local and regional traffic. Other major transportation facilities in the area include the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) railroad tracks, both of which run in a generally east-west direction through the project area. The BNSF tracks run inland, on the north side of Lettia Road and Montalvin Park; the UP tracks run along the San Pablo shoreline north of the Montara Bay Community Center.

The topography in the vicinity of the project area is characterized by gently rolling hills, and San Pablo Avenue includes numerous changes in grade and direction. Vegetation in the project vicinity consists of mature trees, with undergrowth on the various vacant parcels that abut San Pablo Avenue. San Pablo Bay and neighboring hillsides are visible from various segments of the roadway and from some residences in the vicinity.

The visual character of the project area is dominated by the developed, urbanized uses noted above: residential and commercial land uses, roadways such as San Pablo Avenue, and the BNSF and Union Pacific railroad tracks. San Pablo Bay is the prominent visual feature north of the project

area. According to the Redevelopment Plan DEIR, key publicly-accessible viewpoints in the project area include:

- Corner of San Pablo Avenue and Tara Hills Drive. The primary viewing opportunities exist along San Pablo Avenue, and views are included in southerly and northerly directions of travel, as well as views of the Tara Hills Center and vacant parcel to the north of Tara Hills Drive.
- Montalvin Park and Montara Bay Community Center. In particular, the upper portion of Montalvin Park offers expansive views of San Pablo Bay and the city of Richmond to the north and west.
- Streetscapes in the Montalvin Manor subdivision in the southwestern portion of the proposed project area.

The Redevelopment Plan DEIR notes that visual resources in the project area are adversely affected by blight conditions including deteriorated commercial properties and residences that have not been well maintained, and a lack of streetscape amenities and landscaping, especially along San Pablo Avenue. Examples of obsolescence and substandard design throughout noted include parking, landscaping, loading facilities, utilities, lack of frontage improvements (e.g., curb, gutter and sidewalk), dated exterior design or materials, deteriorated or poorly maintained properties (e.g., broken fences, boarded up windows, broken pavement, parking lots with potholes), and lack of amenities associated with the use of the subject property.

Potential Aesthetic Impacts

Traffic and Circulation Improvements

Proposed traffic and circulation improvements that could affect visual quality include the installation of traffic calming devices such as chokers and chicanes. Given the urbanized nature of the Montalvin Manor neighborhood, installing these devices within the neighborhood would not be expected to significantly change the character of the streetscape. In fact, with proper design these traffic calming devices could serve to improve the aesthetic quality of the neighborhood as they would provide locations for additional landscaping or gateway features along the roadway.

The extension of Kay Road to Montalvin Elementary school would involve an alteration of a vacant site between the road's existing terminus at Rachel Road and the school. The roadway extension would be expected to be consistent with the surrounding roadway network, and given the urbanized nature of the area would not represent a significant change to visual quality.

Moving the existing signalized intersection of Kay Road/San Pablo Avenue a short distance northward would not significantly alter the visual character of the San Pablo Avenue corridor.

Parking Improvements

In general, the identified parking improvements would enhance the visual quality of the streetscape by limiting the storage of large vehicles such as trailers and motor homes on neighborhood streets. Other parking-related improvements, such as increasing the width of narrow streets or conversion

to one-way streets, would serve to stop residents from parking vehicles partially on sidewalks, and would also be considered a beneficial impact with respect to the visual character of the streetscape. Signage associated with new parking restrictions is expected to be consistent with standard residential street signage would not result in any negative aesthetic impacts.

Bicycle and Pedestrian Improvements

Most of the identified bicycle and pedestrian improvements would not affect the visual character of the project area. Improvements such as sidewalks, multi-use paths, bike lanes, at-grade pedestrian crossings, and other pedestrian access provisions within the developed residential and commercial portions of the project area would be consistent with the existing roadway and sidewalk network and would not substantially alter the visual character of the area.

Installation of standard curb and gutter to replace rolled curbs would be considered a beneficial visual impact, as it would create a more consistent parking lane along the curb, instead of the current situation of vehicles parking partially on the sidewalk.

Development of a new bicycle/pedestrian trail along Garrity Creek from San Pablo Avenue to the Bay Trail could result in potential aesthetic impacts, depending on the alignment, amount of vegetation removal required, and selected trail surfacing materials. In general, an alignment closer to the creek would result in the greatest disturbance to the creek's riparian habitat, and would create the most disruption of the visual character of this area. Trail amenities such as lighting would also have the potential to negatively affect the visual character of the creek corridor. With mitigation measures such as adequate setback from the creek and appropriately chosen trail amenities, the trail could serve to enhance the creek corridor and result in a beneficial aesthetic impact. However, further study of the details of the trail would be required prior to making a determination of significance.

A new pedestrian bridge over the BNSF tracks connection Montalvin Park with the Montara Bay community center would introduce a new structure into the viewscape that could partially obstruct public views. The upper portion of Montalvin Park currently offers expansive views north toward San Pablo Bay and west toward Richmond, and this location is considered a positive visual attribute of the neighborhood. While the exact location of the pedestrian bridge has not been determined, the bottom of the bridge span would need to be placed at a sufficient height to meet minimum railroad clearance requirements (22 feet). This could result in the bridge obstructing some of the existing views from the upper portions of Montalvin Park. From most areas of the park, the bridge would not be visible due to intervening topography. In general, impacts of a new pedestrian bridge on existing views from Montalvin Park are expected to be minimal. However, further study of this issue would be required, including possible visual simulations of the proposed bridge structure as the design and location of the bridge are refined. It should also be noted that the bridge would provide an opportunity to enhance public views by providing a new viewing platform to look out toward the Bay.

Public Transit Improvements

The identified public transit improvements would not alter the visual character of the San Pablo Avenue corridor and no impacts would be expected.

Neighborhood Image Improvements

In general the identified neighborhood image improvements are intended to enhance the visual character of the neighborhood. Improvements such as entry monuments and landscaping are intended to create a more inviting and consistent neighborhood image and would be considered to have a beneficial impact.

Development of a sound wall along San Pablo Avenue could be considered a negative aesthetic impact. The design of the sound wall is important to the evaluation of this impact: a bare, blank concrete wall would likely be considered a negative visual feature, and could attract graffiti which would further detract from its visual quality. Conversely, the incorporation of unique materials, colors, tiling patterns or other artistic features into the wall could make it a positive visual feature of the community. Further study of the height, extent, and design of the wall would be required prior to making a determination of significance.

Montalvin Park Improvements

The identified Montalvin Park improvements would generally be expected to enhance the visual character of the park. Improvements such as entry gateways, improved amenities, and landscaping are intended to create a more inviting and consistent park setting and would be considered to have a beneficial impact.

The development of new housing along the southeast edge would introduce new structures into the viewscape of the park that could potentially obstruct public views. These houses are proposed for the lower elevations of the park, adjacent to the existing homes that border the park. The location of these houses would not be expected to obstruct any of the expansive public views from the upper portions of Montalvin Park, and therefore aesthetic impacts are expected to be minimal. If well-designed, these houses could serve as an improvement to the existing deteriorating backyard fences that border the park. However, without specific details of the amount, location, heights, and other features of the housing, it is not possible to make a determination of whether these structures would result in a significant visual impact to park users. Further study of this issue, including possible visual simulations of the proposed housing, would be required prior to making a determination of significance. It should be noted that a potentially beneficial impact of new housing facing Montalvin Park would be increased visual supervision, or more “eyes on the street,” which could contribute to improved public safety.

Opportunity Sites

The development of new housing and mixed uses at the site adjacent to Garrity Creek would introduce new structures into the viewscape that could potentially obstruct public views from San Pablo Avenue. Without specific details of the amount, location, heights, and other features of the buildings, it is not possible to make a determination of whether this would result in a significant visual impact. Further study of this issue, including possible visual simulations of the proposed development, would be required prior to making a determination of significance. It should be noted that a potentially beneficial impact of new housing on the site adjacent to Garrity Creek would be increased visual supervision, or more “eyes on the street,” which could contribute to improved public safety.

Redevelopment of the Tara Hills Center could also result in the introduction of new structures into the viewscape, depending on the extent to which the existing buildings were utilized as part of the redevelopment. Because this project would involve redevelopment of an underutilized site, it is expected that any proposed improvements would enhance the site's visual character. However, without specific details of the amount, location, heights, and other features of the redevelopment, it is not possible to make a determination of whether this would result in a significant visual impact. Further study of this issue would be required prior to making a determination of significance.

Infrastructure Improvements

The identified infrastructure improvements would be expected to generally improve the visual character of the neighborhood, by making drainage improvements, undergrounding utilities, and installing low-glare street lighting. These improvements would serve to decrease visual clutter, make for more uniform and consistent neighborhood infrastructure, and would be considered to have a beneficial aesthetic impact.

AGRICULTURAL RESOURCES

The project area is located in an urbanized portion of unincorporated Contra Costa County. No commercial agricultural activities are located within the Project Area. The proposed project activities would be consistent with the County's General Plan, and would not encourage the conversion of other agricultural land to urban uses. The proposed project would have no impact on agricultural resources.

AIR QUALITY

Setting

The project area is located in the San Francisco Bay Area Air Basin. In general, the project area has a relatively low potential for air pollution given the persistent and strong winds typical of the area. Air quality regulation within the San Francisco Air Basin falls under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD).

Potential Air Quality Impacts

Construction activities of all identified improvements that would involve earthwork or grading would have the potential to generate temporary dust and increase airborne particulate matter levels. It is assumed that all construction activities would adhere to the construction dust control measures of the BAAQMD and that such impacts would be reduced to a less-than-significant level.

Traffic and Circulation Improvements

Proposed traffic calming improvements such as chokers and chicanes would serve to slow vehicle speeds through the neighborhood. Some traffic calming devices (such as speed humps) can have a negative affect on local air quality by requiring vehicles to brake and then accelerate. Chokers and chicanes tend to result in a consistent reduction of speed through the corridor, rather than a localized braking and acceleration. As such, no impacts to local air quality would be expected.

The extension of Kay Road to Montalvin Elementary school would roadway development through a currently vacant parcel between Rachel Road and the school. No adverse impacts related to vehicle

emissions would be expected; in fact, this improvement could serve to improve localized air quality by providing a second location for pick-up/drop-off and thereby dispersing the existing concentration of vehicles stopping and idling.

Moving the existing signalized intersection of Kay Road/San Pablo Avenue would not significantly affect traffic patterns and would not result in any air quality impacts.

Parking Improvements

The identified parking improvements would not be expected to alter vehicular travel patterns in the area and would not result in any air quality impacts.

Bicycle and Pedestrian Improvements

The identified bicycle and pedestrian improvements would serve to enhance the local non-motorized network, and provide an alternative to motor vehicle travel in the area. These improvements would be considered to have beneficial air quality impacts.

Public Transit Improvements

The identified public transit improvements would serve to enhance opportunities for residents to utilized mass transit as an alternative to motor vehicle travel. These improvements would be considered to have beneficial air quality impacts.

Neighborhood Image Improvements

The identified neighborhood image improvements would not be expected to alter vehicular travel patterns in the area and would not result in any air quality impacts.

Montalvin Park Improvements

The identified Montalvin Park improvements such as new landscaping and park amenities would not be expected to alter vehicular travel patterns or generate new trips to the area and would not result in any air quality impacts.

The development of new housing along the southeast edge of Montalvin Park would result in the generation of new vehicle trips to the neighborhood. Without specific details of the number of housing units, it is not possible to make a determination of the number of new vehicle trips, or the emissions generated. Further study of this issue, including possible air quality calculations for new trip generation, would be required prior to making a determination of significance.

Opportunity Sites

The development of new housing and mixed uses at the site adjacent to Garrity Creek site, and the redevelopment of Tara Hills Center, would both result in the generation of new vehicle trips within the project area. Without specific details of the size, type or density of these land uses it is not possible to make a determination of the number of new vehicle trips, or the emissions generated by these improvements. Further study of this issue, including possible air quality calculations for new trip generation, would be required prior to making a determination of significance.

Infrastructure Improvements

The identified infrastructure improvements would not be expected to alter vehicular travel patterns in the area and would not result in any air quality impacts.

BIOLOGICAL RESOURCES

Setting

The project area is suburban in nature with few areas of open space. Residential and urban development are the predominant land uses. There are a few areas of open space, including Montalvin Park, and a vacant parcel along Garrity Creek with a moderately healthy riparian area located at the northeast corner of Tara Hills Drive and San Pablo Avenue. The project area is adjacent to San Pablo Bay and contains some areas of sensitive coastal habitat that may support several species of special concern that may include Santa Cruz tarweed, California clapper rail, Samuel's song sparrow, San Pablo song sparrow, Ornate shrew, salt marsh harvest mouse, and San Pablo vole. The topography of the site consists of mostly level terrain in the northern portion with moderate increases in elevation toward the southern boundary.

Garrity Creek is a major drainage facility within the project area, and is a key feature of the eastern end of the project area. Within the project area, Garrity Creek runs along the east side of Tara Hills Drive and crosses beneath the BNSF railroad right of way in a narrow undercrossing. The creek then extends between the Montara Bay Community Center ballfields and Seaview Elementary School, crosses beneath the Union Pacific railroad tracks, and enters San Pablo Bay.

Specific biotic habitat types identified in the Montalvin Manor Redevelopment Plan DEIR include:

- Riparian woodland along Garrity Creek. This habitat was noted to have low to moderate wildlife value.
- Ruderal/disturbed habitat in the eastern portion of the project area. This habitat was noted to have poor to fair wildlife value.
- Park habitat in Montalvin Park. This managed landscape was noted to support some native habitat, with wildlife use consistent with other urban environments.
- Developed. The majority of the project area was noted to be developed with urban uses and structures, with landscaped vegetation.

Tidal creeks lined with salt marsh vegetation are potentially jurisdictional wetlands and waters of the U.S. A formal wetland delineation would be necessary in order to make a final determination of what, if any, portions of Garrity Creek would be considered a jurisdictional wetland. Development within wetland areas falls under Section 404 of the Clean Water Act, and is subject to the permitting requirements of the U.S. Army Corps of Engineers.

Potential Biological Resources Impacts

Traffic and Circulation Improvements

Proposed traffic calming improvements such as chokers and chicanes would occur entirely within the developed street network and would not be expected to result in any impacts to biological resources.

The extension of Kay Road to Montalvin Elementary school would roadway development through a currently vacant area between Rachel Road and the school. Given the disturbed nature of this undeveloped area, no significant impacts to biological resources area anticipated. However, a more detailed biological survey should be conducted once the road alignment has been developed to confirm this conclusion.

Relocating the existing signalized intersection of Kay Road/San Pablo Avenue would not result in any impacts to biological resources.

Parking Improvements

The identified parking improvements would occur entirely within the developed street network and would not be expected to result in any impacts to biological resources.

Bicycle and Pedestrian Improvements

Most of the identified bicycle and pedestrian improvements such as sidewalks, multi-use paths, bike lanes, at-grade pedestrian crossings, and other pedestrian access provisions would occur within the existing developed residential and commercial portions of the project area and would not be expected to have any impacts on biological resources.

Development of a new bicycle/pedestrian trail along Garrity Creek from San Pablo Avenue to the Bay Trail could result in potentially significant impacts to biological resources, depending on the chosen alignment and amount of habitat/vegetation removal required. In general, an alignment closer to the creek would result in the greatest disturbance to the creek's riparian habitat and the greatest impacts. Trail amenities such as lighting would also have the potential to negatively affect the biological habitat along the creek corridor. With sufficient setback from the creek and appropriately selected amenities, it is expected that the above impacts could be mitigated to a less-than-significant level. However, further study of the proposed trail improvement would be required prior to making a determination of significance.

A new pedestrian bridge over the BNSF tracks connecting Montalvin Park with the Montara Bay community center would introduce a new structure into a previously vacant portion of the project area. The south side of the bridge would be developed at Montalvin Park, and would not be expected to affect any significant habitat areas. The bridge landing and ramps on the north side would involve disturbance to the vacant land on the north side of the tracks. Although a vacant parcel, this area appears to have been previously graded and biological habitat values are considered to be low given the amount of existing disturbance and misuse of this area, which includes dumping and motorcycle riding. As such, impacts to biological resources are expected to be less-than-significant. Due to the fact that some sensitive plant and animal species have been known to live in

disturbed urban habitat areas, a detailed biological site evaluation should be conducted once the specific design and location of the bridge structure has been developed to confirm this conclusion.

Public Transit Improvements

The identified public transit improvements would occur entirely within the developed roadway network and would not be expected to result in any impacts to biological resources.

Neighborhood Image Improvements

The identified neighborhood improvements would occur entirely within the developed portions of the neighborhood and would not be expected to result in any impacts to biological resources.

Montalvin Park Improvements

The identified Montalvin Park improvements would occur entirely within the developed park site and would not be expected to result in any impacts to biological resources.

Opportunity Sites

Development of new housing and mixed-use development on the site adjacent to Garrity Creek could result in potentially significant biological impacts. Without specific details on the site plan, setbacks from the creek/riparian zone, or provisions to set aside open space, it is not possible to make a determination of significance. A detailed biological study should be conducted once plans for developing this site have been developed.

Redevelopment of the Tara Hills Shopping Center would occur within a previously developed commercial site and would not be expected to result in any impacts to biological resources.

Infrastructure Improvements

The identified infrastructure improvements would occur within the previously developed portions of the neighborhood and would not result in impacts to biological resources.

CULTURAL RESOURCES

Setting

The project area is located east of San Pablo Bay in an area noted for sensitivity for archaeological resources. The environmental setting is excellent for prehistoric resources and the presence of an early rail route suggests potential for early historic resources. No known significant cultural resource sites exist in the project area. However, the Contra Costa County General Plan includes an archaeological sensitivity map that indicates most of the project area is largely urbanized and therefore was excluded from the archaeological sensitivity survey.

Potential Cultural Resources Impacts

Because no known cultural resource sites exist in the project area, potential impacts would result from development that disturb previously unknown cultural resources.

Traffic and Circulation Improvements

Proposed traffic calming improvements such as chokers and chicanes would occur entirely within the developed street network and would not be expected to result in any impacts to unknown cultural resources.

The extension of Kay Road to Montalvin Elementary school would roadway development through a currently vacant parcel between Rachel Road and the school. It is possible that earthwork related to this road development could uncover previously unknown cultural resources. Should such materials be uncovered during construction, implementation of standard construction mitigation measures to (stopping construction and retaining a qualified cultural resources consultant to evaluate the find) would be expected to reduce the impact to a less-than-significant level.

Relocating the existing signalized intersection of Kay Road/San Pablo Avenue would not result in any impacts to cultural resources.

Parking Improvements

The identified parking improvements would occur entirely within the developed street network and would not be expected to result in any impacts to unknown cultural resources.

Bicycle and Pedestrian Improvements

Most of the identified bicycle and pedestrian improvements such as sidewalks, multi-use paths, bike lanes, at-grade pedestrian crossings, and other pedestrian access provisions would occur within the existing developed residential and commercial portions of the project area and would not be expected to have any impacts to cultural resources.

Development of a new bicycle/pedestrian trail along Garrity Creek from would involve development within a currently vacant parcel. It is possible that earthwork related to this trail development could uncover previously unknown cultural resources. Should such materials be uncovered during construction, implementation of standard construction mitigation measures to (stopping construction and retaining a qualified cultural resources consultant to evaluate the find) would be expected to reduce the impact to a less-than-significant level.

A new pedestrian bridge over the BNSF tracks connecting Montalvin Park with the Montara Bay community center would involve development within an undeveloped parcel on the north side of the railroad tracks. It is possible that earthwork related to this development could uncover previously unknown archaeological resources. Should such materials be uncovered during construction, implementation of standard construction mitigation measures to (stopping construction and retaining a qualified cultural resources consultant to evaluate the find) would be expected to reduce the impact to a less-than-significant level.

Public Transit Improvements

The identified public transit improvements would occur entirely within the developed roadway network and would not be expected to result in any impacts to cultural resources.

Neighborhood Image Improvements

The identified neighborhood improvements would occur entirely within the developed portions of the neighborhood and would not be expected to result in any impacts to cultural resources.

Montalvin Park Improvements

The identified Montalvin Park improvements such as new landscaping and park amenities would occur within the developed park site and would not be expected to result in any impacts to cultural resources.

Development of housing along the southeast portion of the park would primarily take place over the existing deteriorating roadway. Excavation over the existing roadbed, or in other areas of the park where previous earthwork has occurred (e.g. for creation of man-made park landforms), would not be expected to disturb any buried cultural resources. If any portions of the proposed housing development were to involve excavation in previously undeveloped areas of the park, it is possible that earthwork related to this development could uncover previously unknown archaeological resources. Should such materials be uncovered during construction, implementation of standard construction mitigation measures to (stopping construction and retaining a qualified cultural resources consultant to evaluate the find) would be expected to reduce the impact to a less-than-significant level.

Opportunity Sites

Development of new housing/mixed-use development on the site adjacent to Garrity Creek would involve development and excavation within a currently vacant parcel. It is possible that earthwork related to this development could uncover previously unknown archaeological resources. Should such materials be uncovered during construction, implementation of standard construction mitigation measures to (stopping construction and retaining a qualified cultural resources consultant to evaluate the find) would be expected to reduce the impact to a less-than-significant level.

Redevelopment of the Tara Hills Shopping Center would occur within an existing developed commercial site and would not be expected to result in any impacts to cultural resources. If substantial new earthwork and excavation were to be required for the redevelopment activities, unknown cultural resources could be discovered and standard construction mitigation measures would apply.

Infrastructure Improvements

In general, the identified infrastructure improvements would occur within the previously developed portions of the neighborhood and would not be expected to result in impacts to cultural resources.

If the identified flood control improvements were to result in substantial new earthwork and excavation, it is possible that previously unknown cultural resources could be disturbed. Should such materials be uncovered during construction, implementation of standard construction mitigation measures to (stopping construction and retaining a qualified cultural resources consultant to evaluate the find) would be expected to reduce the impact to a less-than-significant level.

GEOLOGY AND SOILS

Setting

Within the project area, the geologic formation consists of quaternary alluvium sediments. Soils are classified within the Upland Soil Association which includes five upland soil associations. These soil associations are generally highly expansive and corrosive with moderate to slow permeability.

There are no known earthquake faults in the project area, but the geology of Contra Costa County is dominated by several northwest trending fault systems that include the Hayward fault system, the Pinole fault system, and the Calaveras-Franklin fault systems. **Figure 1 [To Be Inserted]** illustrates the location of the major regional fault systems in relation to the project area. The main trace of the Hayward fault system is located approximately 1.5 miles to the west and southwest of the project area. Parallel traces of the Hayward fault are located approximately 0.9 miles southeast of the project area, and the Pinole fault system is located approximately 0.9 miles east of the project area. Contra Costa County is therefore considered to be an area of relatively high seismicity in a state characterized by moderate to high seismic activity.

The project area has been classified as an area with “generally low” liquefaction potential. The project area is, however, located adjacent to areas classified with “generally high” liquefaction potential immediately to the north. The project area is not located within or near areas classified as a geological (landslide) hazard or an area of steep slopes.

Development constraints in the project area include conditions related to soil depth, slope, permeability, percolation rates, water table, soil drainage, and overflow or flooding hazards. Some soils change in volume as a direct effect of moisture content influenced by the kind and amount of clay in the soil. Shrink-swell behavior can have a substantial effect on foundations and roadways.

Potential Geology and Soils Impacts

The Montalvin Manor DEIR identified potential impacts related to seismic ground shaking and hazard such as liquefaction and soil instability. The DEIR noted that redevelopment activities would generally improve existing conditions within the project area with respect to seismic conditions, and that all projects would be required to adhere to the Uniform Building Code, and that these impacts are considered less than significant. All improvements identified in the Transit and Pedestrian Access project would be subject to the same seismic construction standards noted in the DEIR. As such, impacts related to seismic activity are considered to be less than significant for all identified improvements of the Transit and Pedestrian Access project.

Construction activities of all identified improvements that would involve earthwork or grading would have the potential to cause soil erosion and sedimentation of local drainages, particularly Garrity Creek. It is assumed that all construction activities would adhere to standard Best Management Practices for the control of erosion during construction periods and that such impacts would be reduced to a less-than-significant level.

Traffic and Circulation Improvements

Proposed traffic calming improvements such as chokers and chicanes would involve street improvements within the developed roadway network and would not be expected to result in any seismic, geologic hazard, erosion, or other impacts to geology and soils.

The extension of Kay Road to Montalvin Elementary school would involve roadway development through a currently undeveloped parcel between Rachel Road and the school. It is possible that earthwork could occur over soils that would be subject to geologic hazards or erosion. Without specific details about underlying soil type, topography, and the alignment and cross-section of the proposed roadway, a conclusion of significance cannot be made. It is expected that adherence to standard roadway engineering and construction practices would mitigate any potential impacts to a less-than-significant level. However, a site-specific geology and soils analysis should be conducted.

Relocating the existing signalized intersection of Kay Road/San Pablo Avenue would not result in any impacts to geology or soils.

Parking Improvements

The identified parking improvements would involve street improvements within the developed roadway network and would not be expected to result in any seismic, geologic hazard, erosion, or other impacts to geology and soils.

Bicycle and Pedestrian Improvements

Most of the identified bicycle and pedestrian improvements such as sidewalks, multi-use paths, bike lanes, at-grade pedestrian crossings, and other pedestrian access provisions would occur within the existing developed residential and commercial portions of the project area and would not be expected to have any impacts to geology and soils.

Development of a new bicycle/pedestrian trail along Garrity Creek from would involve development within a currently vacant parcel. It is possible that earthwork related to this development could occur over soils that would be subject to erosion or other geologic hazards. Without specific details about underlying soil type, topography, and the alignment and cross-section of the proposed trail, a conclusion of significance cannot be made. It is expected that adherence to standard trail engineering and construction practices would mitigate any potential impacts to a less-than-significant level. However, a site-specific geology and soils analysis should be conducted.

A new pedestrian bridge over the BNSF tracks connecting Montalvin Park with the Montara Bay community center would involve development of a new structure within a currently vacant parcel. It is possible that earthwork related to this development could occur over soils that would be subject to erosion or other geologic hazards. Without specific details about underlying soil type, topography, slope, and the location of the proposed bridge, a conclusion of significance cannot be made. It is expected that adherence to standard bridge engineering and construction practices would mitigate any potential impacts to a less-than-significant level. However, a site-specific geology and soils analysis should be conducted.

Public Transit Improvements

The identified public transit improvements would occur entirely within the developed roadway network and would not be expected to result in any impacts related to geology and soils.

Neighborhood Image Improvements

The identified neighborhood improvements would occur entirely within the developed portions of the neighborhood and would not be expected to result in any impacts related to geology and soils.

Montalvin Park Improvements

The identified Montalvin Park improvements would occur entirely within the developed park site and would not be expected to result in any impacts related to geology and soils.

For the proposed housing in the park, it is possible that earthwork related to this development could occur over soils that would be subject to erosion or other geologic hazards. Without specific details about underlying soil type, topography, and the location of the proposed structures, a conclusion of significance cannot be made. It is expected that adherence to the Uniform Building Code and standard construction practices would mitigate any potential impacts to a less-than-significant level. However, a site-specific geology and soils analysis should be conducted.

Opportunity Sites

Development of new housing/mixed-use development on the site adjacent to Garrity Creek would involve development within a currently vacant parcel. It is possible that earthwork related to this development could occur over soils that would be subject to erosion or other geologic hazards. Without specific details about underlying soil type, topography, and the location of the proposed structures, a conclusion of significance cannot be made. It is expected that adherence to the Uniform Building Code and standard construction practices would mitigate any potential impacts to a less-than-significant level. However, a site-specific geology and soils analysis should be conducted.

Redevelopment of the Tara Hills Shopping Center would occur within a previously developed commercial site and would not be expected to result in significant impacts to geology or soils. Any substantial expansion of the size of the building structures over what is currently in place would require a detailed soils and engineering study to ensure adequate mitigation for seismic and geologic hazards.

Infrastructure Improvements

The identified infrastructure improvements would occur within the previously developed portions of the neighborhood and would not result in impacts to geology or soils.

HAZARDS AND HAZARDOUS MATERIALS

Setting

The project area is located in the unincorporated portion of Contra Costa County, in an area that is predominantly urbanized. The project area includes operating businesses and industries that may use, transport and dispose of a variety of hazardous materials. These activities are regulated by federal, state and local laws and regulations.

One known Leaking Underground Fuel Tank (LUFT) site has been identified in the northeast portion of the project area. The former Exxon site is located along San Pablo Avenue between Tara Hills Drive and O'Hatch Drive.

Potential Hazards and Hazardous Materials Impacts

Because none of the proposed improvement projects would occur on the identified LUFT hazardous materials site, nor would they involve the use or handling of hazardous materials, the following improvements of the Transit and Pedestrian Improvement project are considered to have less-than-significant impacts with respect to hazards and hazardous materials:

- Traffic and Circulation
- Parking
- Bicycle and Pedestrian
- Public Transit
- Neighborhood Image
- Montalvin Park
- Infrastructure Improvements

Opportunity Sites

The site adjacent to Garrity Creek is not identified as having potentially hazardous soils, and development of a housing/mixed-use project would not be expected to result in impacts related to hazards or hazardous materials. If there is any potential for hazardous materials to have been used in the past on the site, a Phase I assessment should be conducted to evaluate the potential for the site to have hazardous soils and to identify any necessary remediation efforts.

Redevelopment of the Tara Hills Shopping Center would occur within a previously developed commercial site. As noted in the Montalvin Redevelopment Plan DEIR, buildings erected prior to 1976 may contain asbestos and lead-based paint. Building records should be reviewed for any structures that are proposed for rehabilitation or demolition as part of redevelopment activities. Should structures older than 1976 be identified as a result of this research, asbestos and lead surveys should be conducted to determine the presence or absence of these constituents on the redevelopment project site prior to the start of any rehabilitation or demolition work.

HYDROLOGY AND WATER QUALITY

Setting

The project area generally slopes toward and drains directly to San Pablo Bay. From a hydrologic standpoint, approximately 90 percent of the project area is currently developed to uses that will be largely unchanged in terms of runoff potential. The major exception to this premise is the northeastern project area which drains to Garrity Creek, a meandering incised channel discharging to

San Pablo Bay. Portions of the project area along Garrity Creek are located in the 100-year floodplain.

Potential Hydrology and Water Quality Impacts

Traffic and Circulation Improvements

Proposed traffic calming improvements such as chokers and chicanes would occur entirely within the developed street network and would not be expected to result in any impacts related to hydrology and water quality.

The extension of Kay Road to Montalvin Elementary school would roadway development through a currently undeveloped area between Rachel Road and the school. This improvement would increase impervious surface and thus increase total runoff volume from the area. However, this development would be subject to compliance with the County's EPA/State-mandated Storm Water Management Plan requiring detention of all runoff flows. As such, no increased runoff flows would result and the impact would be less-than-significant.

Relocating the existing signalized intersection of Kay Road/San Pablo Avenue would not result in any impacts to hydrology and water quality.

Parking Improvements

The identified parking improvements would occur entirely within the developed street network and would not be expected to result in any impacts related to hydrology and water quality.

Bicycle and Pedestrian Improvements

Most of the identified bicycle and pedestrian improvements such as sidewalks, multi-use paths, bike lanes, at-grade pedestrian crossings, and other pedestrian access provisions would occur within the existing developed residential and commercial portions of the project area and would not be expected to have any impacts to hydrology and water quality.

Development of a new bicycle/pedestrian trail along Garrity Creek would involve the creation of new impervious surface along the creek. This improvement would increase impervious surface and thus increase total runoff volume from the area. However, this development would be subject to compliance with the County's EPA/State-mandated Storm Water Management Plan requiring detention of all runoff flows. As such, no increased runoff flows would result and the impact would be less-than-significant.

The area along Garrity Creek is within the 100-year flood zone. Development of a trail would not be expected to result in any significant impacts, as no habitable structures would be located within the flood zone. The trail alignment should include an appropriate setback from the creek bank to ensure that trail features do not interfere with any yearly flood flows. Furthermore, any portions of the trail that would be developed within the stream channel (such as a pedestrian bridge footing) would require a Streambed Alteration Agreement.

A new pedestrian bridge over the BNSF tracks connecting Montalvin Park with the Montara Bay community center would involve development of a new structure within a currently vacant parcel. The ramps and landings leading up to the bridge would result in the placement of new impervious surfaces on the site. However, this development would be subject to compliance with the County's EPA/State-mandated Storm Water Management Plan requiring detention of all runoff flows. As such, no increased runoff flows would result and the impact would be less-than-significant.

Public Transit Improvements

The identified public transit improvements would occur entirely within the developed roadway network and would not be expected to result in any impacts related to hydrology and water quality.

Neighborhood Image Improvements

The identified neighborhood improvements would occur entirely within the developed portions of the neighborhood and would not be expected to result in any impacts related to hydrology and water quality.

Montalvin Park Improvements

The identified Montalvin Park improvements would occur entirely within the developed park site and would not be expected to result in any impacts related to hydrology and water quality.

Development of housing and associated driveways on the park site would result in an increase in impervious surface and thus increase total runoff volume from the area. However, this development would be subject to compliance with the County's EPA/State-mandated Storm Water Management Plan requiring detention of all runoff flows. As such, no increased runoff flows would result and the impact would be less-than-significant.

Opportunity Sites

Development of new housing/mixed uses in the vacant site adjacent to Garrity Creek would involve development within a currently undeveloped area. This residential/commercial development and associated roadway and driveways would result in an increase in impervious surface and increase in runoff flows. However, this development would be subject to compliance with the County's EPA/State-mandated Storm Water Management Plan requiring detention of all runoff flows. As such, no increased runoff flows would result and the impact would be less-than-significant.

As noted above, the area along Garrity Creek is located within the 100 year flood zone. The Contra Costa County General Plan designations and zoning of the project area do not provide for the construction of new, single-story, single-family housing in areas subject to 100-year flood hazard.

Redevelopment of the Tara Hills Shopping Center would occur within the developed portions of the neighborhood and would not be expected to result in any impacts related to hydrology and water quality.

Infrastructure Improvements

The identified infrastructure improvements would occur entirely within the developed portions of the neighborhood and would not be expected to result in any impacts related to hydrology and water quality.

LAND USE

Setting

The project area is located in unincorporated Contra Costa County. Land uses include single-family residential areas, commercial areas, Montalvin Park, Montalvin Elementary School, and Montara Bay Community Center.

Potential Land Use Impacts

Implementation of the proposed project could involve the development of new housing adjacent to Montalvin Park, and at the Garrity Creek and Tara Hills Center sites. The Montalvin Manor Redevelopment Plan DEIR notes that a General Plan amendment would be required in order to consider a mixed-use development on the site adjacent to Garrity Creek. The site adjacent to Garrity Creek is currently designated Multiple Family Residential Medium, and zoned a combination of M-29 Multiple Family Residential and R-B Retail Business. Development of housing on the Montalvin Park site would require an amendment to the site's General Plan designation, as the site is currently designated as Parks and Recreation; no zoning amendment would be required, as the park area is located within a R-6 Single Family Residential zoning district. Development of mixed use on the Tara Hills site would require an amendment to the site's General Plan designation of Commercial, and an amendment to the sites R-B Retail Business zoning designation.

All other improvements proposed under the Montalvin Transit and Pedestrian Access project are consistent with the land use designations and policies of the Contra Costa General Plan and Montalvin Manor Redevelopment Plan, and no impacts related to land use are anticipated.

NOISE

Setting

Ambient noise in the vicinity of the Montalvin Manor project area is dominated by roadway traffic on San Pablo Avenue and other local arterial streets, railroad activity on the BNSF and UP rail lines, aircraft overflights, and general neighborhood activities.

Potential Noise Impacts

For all identified improvements, construction activities would involve a temporary increase in noise levels. It is assumed that all construction activities would be subject to standard construction noise mitigation measures (construction operations 7 am to 7 pm Monday through Friday, 8 am to 7 pm on Saturdays, no construction on Sundays and holidays; equipment should have mufflers, etc.), and that these impacts would be reduced to a less-than-significant level.

None of the identified Transit and Pedestrian Access improvements are expected to include stationary noise generators and as such no impacts related to stationary noise would occur.

Traffic and Circulation Improvements

Proposed traffic calming improvements such as chokers and chicanes would serve to slow vehicle speeds through the neighborhood. Some traffic calming devices (such as speed humps) can result in localized noise increases by requiring vehicles to brake and then accelerate. Chokers and chicanes would be expected to result in a consistent reduction of speed through the corridor, rather than a localized braking and acceleration. As such, no noise impacts would be expected.

The extension of Kay Road to Montalvin Elementary school would roadway development through a currently undeveloped area between Rachel Road and the school. This improvement would provide another access road for vehicles to enter the elementary school. Residences located adjacent to this new roadway segment could experience an increase in vehicular noise levels, primarily during the school pick-up/drop-off hours. However, given the limited duration of the impact and the relatively small number of vehicles utilizing the roadway, such a noise increase would not be expected to be considered significant.

Relocating the existing signalized intersection of Kay Road/San Pablo Avenue would not result in any substantial noise impacts.

Parking Improvements

The identified parking improvements would not be expected to alter vehicular travel patterns in the area and would not result in any noise impacts.

Bicycle and Pedestrian Improvements

The identified bicycle and pedestrian improvements would serve to enhance the local non-motorized network, and provide an alternative to motor vehicle travel. These improvements would be considered to have beneficial noise impacts by potentially reduce vehicle trips in the area.

Public Transit Improvements

The identified public transit improvements would serve to enhance opportunities for residents to utilized mass transit as an alternative to motor vehicle travel. These improvements would be considered to have beneficial noise impacts by potentially reducing vehicle trips in the area.

Neighborhood Image Improvements

The identified neighborhood image improvements would not be expected to alter vehicular travel patterns in the area and would not result in any noise impacts.

Montalvin Park Improvements

The identified Montalvin Park improvements would not be expected to alter vehicular travel patterns in the area and would not result in any noise impacts.

The new housing proposed for the park would generate new vehicle trips, which would result in an increase in local roadway noise. Without specific details of the number of housing units, it is not possible to make a determination of the number of new vehicle trips, or the noise increase generated. Further study of this issue, including possible noise calculations for new trip generation, would be required prior to making a determination of significance.

Opportunity Sites

The development of new housing and mixed uses at the site adjacent to Garrity Creek, and the redevelopment of Tara Hills Center, would both result in the generation of new vehicle trips within the project area and additional traffic noise. Without specific details of the size, type or density of these land uses it is not possible to make a determination of the number of new vehicle trips, or the noise levels generated by these improvements. Further study of this issue, including possible noise calculations for new trip generation, would be required prior to making a determination of significance.

Infrastructure Improvements

The identified infrastructure improvements would not be expected to alter vehicular travel patterns in the area and would not result in any noise impacts.

POPULATION AND HOUSING

Implementation of the proposed project could involve the development of new housing adjacent to Montalvin Park, and at the Garrity Creek and Tara Hills Center sites. These sites are located within an urbanized area of unincorporated Contra Costa County, between the cities of Richmond and Pinole. The potential development of new housing would not induce substantial population growth, but would instead serve to provide additional residential units to meet the high demand for housing in the area.

The proposed project improvements would not involve the displacement of any existing housing, or displacement of existing residents, and would not result in any impacts.

PUBLIC SERVICES AND UTILITIES

Setting

The proposed project area is located in an urbanized portion of the unincorporated area of Contra Costa County. The project includes commercial uses, residential uses, the Montara Bay Community Center and ballfields, Montalvin Park, and the Montalvin Manor Elementary School. The project area is served by a full range of urban services, provided by the following entities:

- Fire Protection -- Contra Costa County Fire Protection District
 - Police Services -- Contra Costa County Sheriff's Department
 - Water -- East Bay Municipal Utility District
 - Wastewater -- West County Wastewater District
 - Solid Waste -- private sector disposal companies
 - Schools (K-12) - West Contra Costa Unified School District
 - Parks and Recreation Facilities -- East Bay Regional Park District is the primary provider of regional park facilities and activities for Alameda and Contra Costa Counties. The Contra Costa County Public Works Department, County Service Area M-17, operates and maintains Montalvin Park
-

- Electricity and Gas -- Pacific Gas & Electric (PG&E)

Potential Public Services Impacts

Many of the improvements identified by the Montalvin Manor Transit and Pedestrian Access plan would involve roadway or infrastructure improvements that would not generate additional demand for public services. The following improvements are considered to have no impact to public services and utilities:

- Traffic and Circulation Improvements
- Parking Improvements
- Public Transit Improvements (impacts related to additional demand for transit are discussed under Traffic and Circulation, below)

The following improvements of the Transit and Pedestrian Access Plan could result in potential impacts:

Bicycle and Pedestrian Improvements

Development of sidewalks or other paths immediately adjacent to the roadway would not be expected to place any additional demand on public services, as ongoing police enforcement is expected to occur as part of standard neighborhood street patrols, and facility maintenance is assumed to occur as part of standard road maintenance activities.

However, the development of new bicycle and pedestrian facilities away from the existing roadway network would place additional maintenance demand on County Sheriff and County Public Works staff. Specifically, the development of a new bike trail along Garrity Creek and a new pedestrian overcrossing of the BNSF would occur in locations that are not immediately accessible from the roadway network. Because the specific details of the trail and overcrossing design are not known at this time (e.g. width of facility, vegetation setbacks, presence of lighting), it is not known what additional demand for police or maintenance services would result. Further study of this issue, including consultation with the Sheriff's Department and Public Works Department, would be required prior to making a determination of significance.

Neighborhood Image Improvements

The identified neighborhood improvements include entry monuments to the neighborhood and additional landscaping along San Pablo Avenue and Kay Road. The presence of additional landscaping within the public right-of-way would place additional demands on Contra Costa County Public Works staff by requiring ongoing maintenance. Given the existing level of landscaping in the San Pablo Avenue median and in other areas along the roadway, it is assumed that this new landscaping maintenance would take place along with existing landscaping maintenance in the area and would not require a substantial new outlay of staff hours. To the extent possible, the landscape architect should select low-water, low-maintenance landscape shrubs and plants. This impact is considered to be less-than-significant.

Montalvin Park Improvements

The identified Montalvin Park improvements include and additional landscaping and park amenities such as restrooms and trash cans. Overall, the park improvements would be considered to have a beneficial impact on recreation by enhancing a currently underutilized recreational facility and providing greater recreational opportunities for the community. The presence of additional landscaping and amenities at the public park would place additional demands on Contra Costa County Public Works staff by requiring ongoing maintenance. Implementing these improvements without having funding or staff available for ongoing maintenance could create a public safety hazard in the park if facilities were to break or landscaping were to become overgrown. Because the Montalvin Park currently lacks facilities, existing maintenance activities appear to be minimal. New maintenance would require a dedicated outlay of staff hours and budget by the County. This impact is considered potentially significant, and should be studied further with the input of the Contra Costa County Public Works Department to ensure adequate maintenance staffing and funding are available.

The development of housing along Montalvin Park would result in new residents that would place additional demands on all public services, including fire, police, water, wastewater, schools, park and recreation facilities, electricity and gas. Without specific details of the number of housing units, it is not possible to quantify the demand for various public services. Further study of this issue, including consultation with the various service providers, would be required prior to making a determination of significance.

Opportunity Sites

Development of new housing/mixed uses in the vacant parcel adjacent to Garrity Creek and the redevelopment of the Tara Hills shopping center would involve development within currently undeveloped or underutilized areas. These developments would result in new residents and businesses that would place additional demands on all public services, including fire, police, water, wastewater, schools, park and recreation facilities, electricity and gas. Without specific details of the number of new housing units or businesses, it is not possible to quantify the demand for various public services. Further study of this issue, including consultation with the various service providers, would be required prior to making a determination of significance.

Infrastructure Improvements

The identified flood improvements would be expected to decrease the demand for public services in that they would eliminate an existing flooding hazard and maintenance problem.

Other identified infrastructure improvement would be expected to have no long-term impact on the demand for public services.

TRANSPORTATION AND CIRCULATION

Setting

Primary access to the project area is provided by San Pablo Avenue, the major north-south arterial within western Contra Costa County. Access into the Montalvin single-family residential neighborhood is provided at two signalized intersections along San Pablo Avenue: Kay Road and Shamrock Drive. Residential streets within the Montalvin neighborhood are relatively narrow, and

are designed with rolled curbs. Due to the narrow street width residents frequently park partially onto the sidewalk.

Tara Hills Drive intersects San Pablo Avenue at the eastern edge of the project site. Tara Hills Drive provides access to the Tara Hills Mobile Home park, and to the Montara Bay community center. A narrow undercrossing of the BNSF railroad tracks is required to access the community center.

Sidewalks are present in some portions of the project area. Sidewalks within the Montalvin residential neighborhood are narrow (4 feet), and as noted above often partially blocked by vehicles parking up onto the rolled curb. San Pablo Avenue has developed curb/sidewalks in some areas (e.g. near Richmond Parkway and Tara Hills Drive). Between Shamrock Drive and Tara Hills Drive, the north side of San Pablo Avenue has a pedestrian pathway that is set back from the roadway; this path extends upslope of the roadway near the edge of the mobile home park, and then descends at a relatively steep grade toward Tara Hills Drive. No sidewalks or pathways are present along the south side of San Pablo Avenue through this area.

The grass berm between Madeline Road and San Pablo Avenue lacks sidewalks, stairs, or other pedestrian facilities. No sidewalks or other pedestrian facilities are provided along Tara Hills Drive; pedestrians must walk in the narrow roadway lane beneath the BNSF undercrossing to access the Community Center.

The project area contains no on-street bicycle facilities.

The Redevelopment Plan DEIR studied two project-area intersections for traffic impacts: 1) San Pablo Avenue/Richmond Parkway; and 2) San Pablo Avenue/Tara Hills Drive. Existing Level of Service (LOS) conditions at the study intersections are shown in **Table 1** below.

Table 1
Existing Intersection Levels of Service

Study Intersection	V/C Ratio / Level of Service	
	AM	PM
San Pablo Avenue / Tara Hills Drive	0.42 / A	0.61 / B
San Pablo Avenue / Richmond Parkway	0.66 / B	1.02 / F

Source: Montalvin Manor Redevelopment Plan DEIR

As shown, the intersection of San Pablo Avenue/Richmond Parkway currently operates at an unacceptable Level of Service F during the PM peak hour. All other study intersection operations are currently at an acceptable Level of Service A or B.

Potential Transportation and Circulation Impacts

Traffic and Circulation Improvements

Proposed traffic calming improvements such as chokers and chicanes would serve to slow vehicle speeds through the neighborhood to levels more appropriate for residential streets (25 mph). Chokers and chicanes tend to result in a consistent reduction of speed through the corridor, rather than a localized braking and acceleration. As such, no impacts to traffic flows, such as increased congestion or queuing at intersections, would be expected.

Because the Montalvin residential street network only serves local traffic, implementation of traffic calming devices would not be expected to result in any diversion of traffic onto streets outside the neighborhood. Within the neighborhood, the presence of traffic calming devices on a particular street could prompt motorists to use alternate streets to bypass the traffic calming. However, given that the neighborhood street network is comprised of relatively long blocks, most residents would likely find it more inconvenient to try to drive a longer distance around an alternate street to avoid the traffic calming than simply using the direct route to and from their house. Some residents on the northernmost edge of the neighborhood who have a choice of parallel streets to their house may be able to easily divert onto a street without traffic calming; however, this number of residents is relatively small and would not be expected to significantly increase vehicle trips on non-traffic calmed streets. Traffic calming devices would be expected to enhance traffic conditions and safety for bicyclists and pedestrians.

Conversion of certain roadway segments within the Montalvin residential neighborhood to one-way streets would not be expected to significantly alter local traffic operations, given that the neighborhood street network is isolated from other roadways. Some residents located at the end of one-way blocks may consider it a nuisance to drive around the block to access their homes, but this would not be considered a significant traffic impact.

The extension of Kay Road to Montalvin Elementary school would provide an additional access and pick-up/drop-off point for the school. This improvement would be expected to help alleviate peak hour congestion at the existing school entrance, and would have a beneficial impact on transportation and circulation.

Relocating the existing signalized intersection of Kay Road/San Pablo Avenue northward is intended to improve traffic operations at the nearby intersection of San Pablo Avenue/Richmond Parkway. As noted above, the intersection of San Pablo/Richmond Parkway currently operates at an unacceptable LOS F during the PM peak hour. Northbound vehicle stacking at the intersection of Kay Road/San Pablo Avenue currently extends past the Richmond Parkway/San Pablo intersection during PM peak conditions, contributing to the poor LOS at the Richmond Parkway intersection. Moving the intersection of Kay Road/San Pablo Avenue northward to provide additional vehicle stacking capacity would help to improve conditions at San Pablo Avenue/Richmond Parkway. This would be considered a beneficial impact to traffic and circulation.

Parking Improvements

The proposed parking improvements would generally be intended to increase parking opportunities for local residents by eliminating commercial and other large vehicle parking on neighborhood streets, eliminating abandoned vehicles on street. These would be considered beneficial impacts to transportation and circulation.

Bicycle and Pedestrian Improvements

The identified bicycle and pedestrian improvements such as sidewalks, multi-use paths, bike lanes, at-grade pedestrian crossings, pedestrian overcrossing of the BNSF railroad, and other pedestrian access provisions would enhance the existing non-motorized transportation network and would be considered a beneficial impact to transportation and circulation.

Replacing the rolled curbs with standard curb and gutter to eliminate parking on the sidewalk would serve to improve pedestrian circulation on the local sidewalk network and would also be considered a beneficial impact to transportation and circulation.

Public Transit Improvements

The identified public transit improvements would serve to enhance the area's mass transit facilities and would generally be considered a beneficial impact to transportation and circulation.

However, the identified improvements include expanding and extending AC Transit and WestCAT bus service within the project area. New bus stops, routes, schedules, or other service expansions would place additional demands on staffing and budgets of the local transit operators, which would be considered a potentially significant impact. Without knowing the specific details of service expansions, it is not possible to fully evaluate this impact. Further study of this issue, including consultation with the transit operators, would be required prior to making a determination of significance.

Neighborhood Image Improvements

The identified neighborhood improvements would not affect the roadway network or generate additional traffic and would have no impacts on transportation and circulation.

Montalvin Park Improvements

The identified Montalvin Park improvements such as landscaping and park amenities would not affect the roadway network or generate additional traffic and would have no impacts on transportation and circulation.

The development of new housing along the southeast edge of Montalvin Park would result in the generation of new vehicle trips to the neighborhood. Without specific details of the number of housing units, it is not possible to make a determination of the number of new vehicle trips. Further study of this issue, including a traffic study to evaluate the new housing trip generation, would be required prior to making a determination of significance.

Opportunity Sites

The development of new housing and mixed uses at the site adjacent to Garrity Creek, and the redevelopment of Tara Hills Center, would both result in the generation of new vehicle trips within the project area. Without specific details of the size, type or density of these land uses it is not possible to make a determination of the number of new vehicle trips. Further study of this issue, including a traffic study to evaluate the new development trip generation, would be required prior to making a determination of significance.

Infrastructure Improvements

The identified infrastructure improvements would not affect the roadway network or generate additional traffic and would have no impacts on transportation and circulation

IDENTIFIED IMPROVEMENTS NOT EXPECTED TO RESULT IN SIGNIFICANT ENVIRONMENTAL IMPACTS

The following actions were identified as part of the Montalvin Manor Transit and Pedestrian Access Project but would not involve or result in physical development and would not have significant environmental impacts:

- Enforcement of speeding
- Increasing safety patrols of park
- Neighborhood events
- Neighborhood clean-up days
- Neighborhood beautification programs
- Carpool programs
- Park maintenance activities
- Community involvement programs

SUMMARY AND FURTHER REQUIRED ENVIRONMENTAL ANALYSIS

Table 2 on the following pages provides a summary of all potential environmental impacts discussed above.

Based on the analysis of this Environmental Scan Memo, the following recommended improvements of the Montalvin Manor Transit and Pedestrian Access project would require further detailed environmental study prior to implementation:

- Bicycle/pedestrian trail along Garrity Creek
 - Bicycle/pedestrian bridge over the BNSF railroad tracks
-

Montalvin Manor Transit and Pedestrian Access Study

- Sound wall along San Pablo Avenue
 - Extension of Kay Road
 - Housing development on Montalvin Park
 - Housing/mixed use development on side adjacent to Garrity Creek
 - Redevelopment of Tara Hills Shopping Center (depending upon how much the redevelopment actions involved re-use of existing structures, versus demolition and new construction on the site)
-

Table 2
Summary Matrix of Potential Environmental Impacts

Montalvin Manor Transit and Pedestrian Access Plan Identified Improvements								
	Traffic and Circulation	Parking	Bicycle and Pedestrian	Public Transit	Neighborhood Image	Montalvin Park	Opportunity Sites	Infrastructure
Aesthetics	Installation of traffic calming devices could create positive visual impact if well-designed. Less than significant impact expected from extension of Kay Road.	Parking improvements would improve aesthetics by limiting large vehicle parking and eliminating parking on sidewalks.	Garrity Creek bike/ped trail visual impact dependent on alignment and design amenities. Pedestrian bridge over railway may impact some public views from Montalvin Park. Impacts not expected from other improvements.	No aesthetic impacts expected	Beneficial visual impact from neighborhood entry improvements. Sound wall could have negative impact	Park landscaping and improvements would have beneficial visual impact. Housing located along park may impact some public views from park, depending on design	Development of Garrity Creek site could result in negative visual impact dependent on design. Tara Hills Center redevelopment would improve visual character of underutilized site	Infrastructure improvements will generally improve visual character of community
Agricultural Resources	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Air Quality	Less than significant air quality impacts expected	Less than significant air quality impacts expected	Beneficial impact of providing alternatives to motor vehicle travel	Beneficial impact of providing alternative to motor vehicle travel	Less than significant air quality impacts expected	No impact of landscaping and facility improvements. Trip generation and air emissions study may be needed for new housing on southeast edge of park	Trip generation and air emissions study needed for development of Garrity Creek and Tara Hills Center sites	Less than significant air quality impacts expected
Biological	No impact	No impacts to	Garrity Creek	No impacts to	No impacts to	Less than	Detailed	No impacts to

Montalvin Manor Transit and Pedestrian Access Study

Montalvin Manor Transit and Pedestrian Access Plan Identified Improvements								
	Traffic and Circulation	Parking	Bicycle and Pedestrian	Public Transit	Neighborhood Image	Montalvin Park	Opportunity Sites	Infrastructure
Resources	expected from traffic calming. Kay Road extension may require biological survey once road alignment is selected	biological resources expected.	trail may have significant impacts depending on alignment and design, would require further biological study. Ped bridge over BNSF expected to have minimal impacts, but detailed biological survey recommended	biological resources expected	biological resources expected	significant biological resource impacts expected	biological study would be needed for Garrity Creek site development. No impact expected for Tara Hills Center redevelopment.	biological resources expected
Cultural Resources	No impacts expected from traffic calming. Less than significant impact from Kay Road earthwork provided standard construction mitigation measures implemented	No impacts to cultural resources expected	Less than significant impact expected, provided standard construction mitigation measures implemented	No impacts to cultural resources expected	No impacts to cultural resources expected	Less than significant expected, provided standard construction mitigation measures implemented	Less than significant expected, provided standard construction mitigation measures implemented	Less than significant expected, provided standard construction mitigation measures implemented
Geology and Soils	No impact expected from traffic calming.	No impacts to geology and soils expected	Garrity Creek trail should be subject to site-specific	No impacts to geology and soils expected	No impacts to geology and soils expected	No impacts from landscaping or park amenities.	Garrity Creek site should be subject to site-specific	No impacts to geology and soils expected

Montalvin Manor Transit and Pedestrian Access Study

Montalvin Manor Transit and Pedestrian Access Plan Identified Improvements								
	Traffic and Circulation	Parking	Bicycle and Pedestrian	Public Transit	Neighborhood Image	Montalvin Park	Opportunity Sites	Infrastructure
	Kay Road extension should be subject to site-specific geology and soils analysis		geology and soils analysis to minimize concerns of erosion or other geological hazards			Housing in park should be subject to site-specific geology and soils analysis	geology and soils analysis. No impact expected for Tara Hills site	
Hazardous Materials	No hazardous materials impacts expected	No hazardous materials impacts expected	No hazardous materials impacts expected	No hazardous materials impacts expected	No hazardous materials impacts expected	No hazardous materials impacts expected	No hazardous materials impacts expected at Garrity Creek site. Tara Hills site records should be reviewed for information on asbestos and lead	No hazardous materials impacts expected
Hydrology and Water Quality	No impacts expected from traffic calming. Less than significant impacts from Kay Road extension provided county Stormwater Management measures adhered to	No impact	Less than significant impacts provided county Stormwater Management measures adhered to	No impact	No impact	Less than significant impacts from landscaping and housing development provided county Stormwater Management measures adhered to	Less than significant impacts provided county Stormwater Management measures adhered to	No impact
Land Use	No impact	No impact	No impact	No impact	No impact	Housing in park may require GP	Housing on site adjacent to	No impact

Montalvin Manor Transit and Pedestrian Access Study

Montalvin Manor Transit and Pedestrian Access Plan Identified Improvements							
	Traffic and Circulation	Parking	Bicycle and Pedestrian	Public Transit	Neighborhood Image	Montalvin Park	Opportunity Sites
Infrastructure							
						amendment	Garrity Creek and Tara Hills Redevelopment may require GP and zoning amendments
Noise	Less than significant impacts	No impact	Potential beneficial impact due to vehicle trip reduction	Potential beneficial impact due to vehicle trip reduction	No impact	New housing on park will likely increase vehicle trips, noise study should be conducted	Development will lead to increase in vehicle trips, noise study should be conducted
Population and Housing	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Public Services	No impact	No impact	May impact police and Public Works by increasing demands on law enforcement and park maintenance	No impact	Less than significant	Impact Public Works for maintenance/landscaping in park. New housing would also increase demand for services, further study needed	New housing and businesses would likely increase demand of basic public services, further study needed
Traffic and Circulation	No significant impacts from traffic calming. Kay Rd. extension may produce beneficial impacts to traffic at school.	Likely beneficial impact with increase in parking for residents	Beneficial impact to non-motorized transportation network	Likely impact on transit service providers in terms of potential need for increase in staffing and operations costs, further study needed	No impact	No impact from landscaping. New housing would generate additional trip, traffic study should be conducted	New and redeveloped sites would result in additional trip generation, traffic study should be conducted
							No impact

Montalvin Manor Transit and Pedestrian Access Plan Identified Improvements						
	Traffic and Circulation	Parking	Bicycle and Pedestrian	Public Transit	Neighborhood Image	Montalvin Park
	Relocated intersection of Kay/San Pablo expected to have beneficial impact					

APPENDIX D: COMMUNITY WORKSHOP STRATEGIC ACTION PLATES

B. Parking Conditions

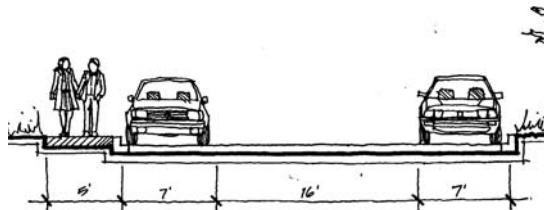
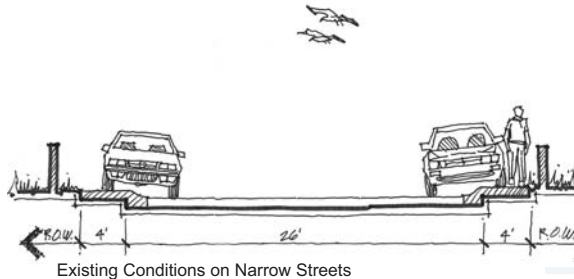
Key Issues

- Lack of adequate parking for neighborhood residents due to a number of reasons, including:
 - 1) Narrow streets
 - 2) Multiple cars for each house
 - 3) Conversion of carports to other usable space
 - 4) Portion of the public right of way being used as front yards
- Abandoned vehicles and illegal parking on certain neighborhood streets including Madeline Road



Improvement Options

- B1. Investigate Parking Plan options in the neighborhood, including increasing the width of narrow roadways



Cost Implications

- Action B1 : \$10,000
- Action B2 : \$234,000 (Street widening for one way streets only)
- Action B3 : \$10,000 per year

Montalvin Manor Pedestrian & Transit Access Project

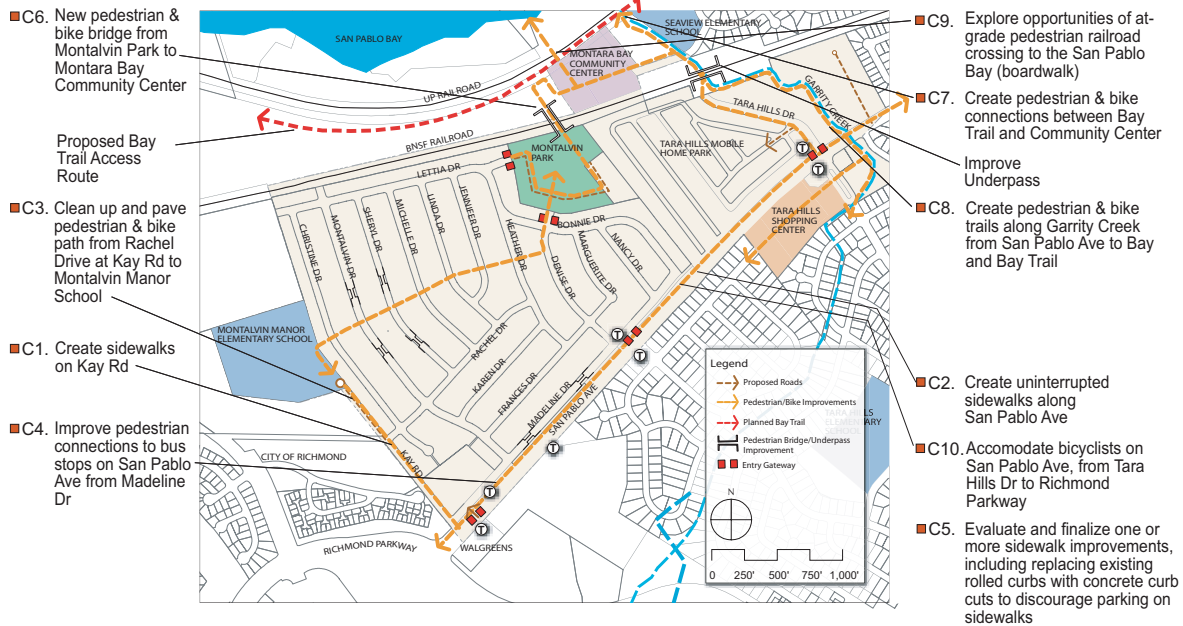
C. Pedestrian & Bike Access

Key Issues

- Inadequate pedestrian and bicycle connection to important community assets, facilities and resources, including:
 - 1) Montalvin Manor Elementary School
 - 2) Montara Bay Community Center
 - 3) Garrity Creek
 - 4) San Pablo Bay and the planned Bay Trail
 - 5) Transit stops along San Pablo Ave
 - 6) Tara Hills Shopping Area & Walgreens
- Major pedestrian and parking conflicts

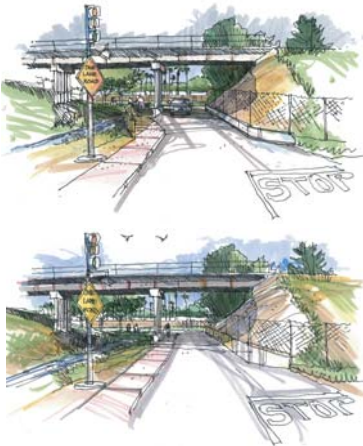


Emerging Neighborhood Concept



Improvement Options

- C8. Alternative Options for a proposed sidewalk along Tara Hill Drive at Garrity Creek, under the existing railtracks



- C4. Potential Sidewalk Improvements



Existing Conditions



Preferred Option: Replace existing rolled curbs with concrete curbs

- C6. Pedestrian and bike friendly bridge over the railtracks



Cost Implications

Action C1	: \$125,000	Action C6	: \$2,740,000
Action C2	: \$97,000	Action C7	: \$308,000
Action C3	: \$303,000	Action C8	: \$3,363,000
Action C4	: \$16,000	Action C9	: \$8,000,000
Action C5	: \$3,127,000	Action C10	: \$11,000

Montalvin Manor Pedestrian & Transit Access Project

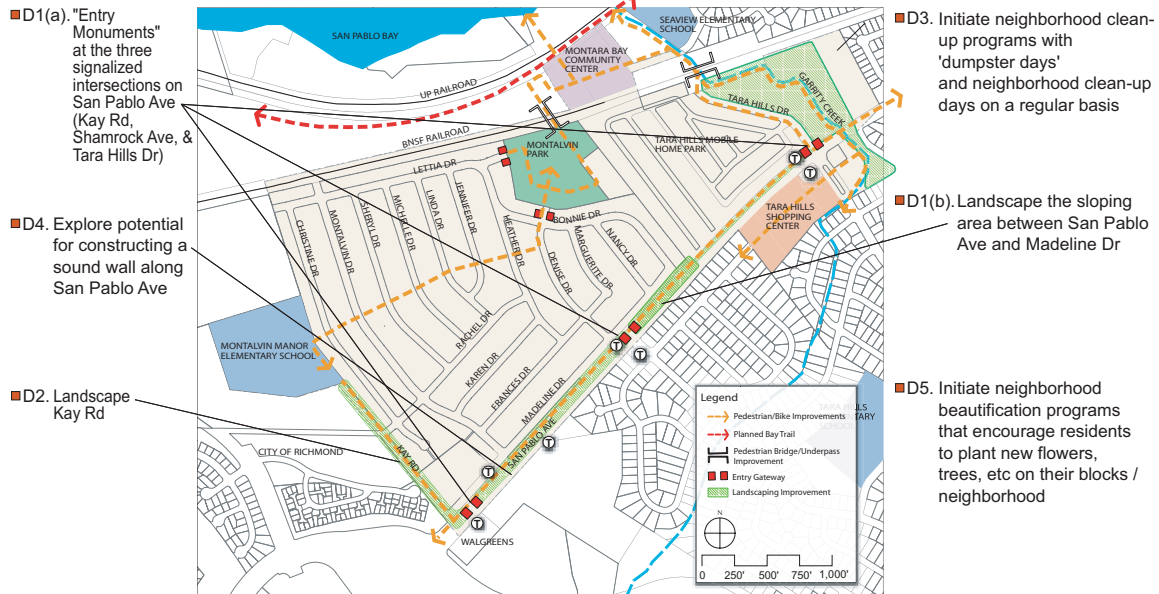
D. Overall Image

Key Issues

- The sloping area between Madeline Dr and San Pablo Ave, the public face of the neighborhood, is characterised by weeds, beer bottles, trash, push carts, etc, presenting a negative image of the entire neighborhood.
- A need to give a positive sense of identity to neighborhood
- San Pablo Ave generates a lot of noise which is a nuisance, especially to the residents facing Madeline Rd.



Emerging Neighborhood Concept



Improvement Options

- D1(a). "Entry Monuments" alternatives



- D1(a). Landscape improvements between San Pablo Ave and Madeline Rd



Existing Conditions



Proposed Concept

Cost Implications

- Action D1 a) : \$350,000-400,000
- Action D1 b) : \$905,000
- Action D2 : \$100,000-150,000
- Action D3 : \$ TBD
- Action D4 : \$ TBD
- Action D5 : \$ TBD

Montalvin Manor Pedestrian & Transit Access Project

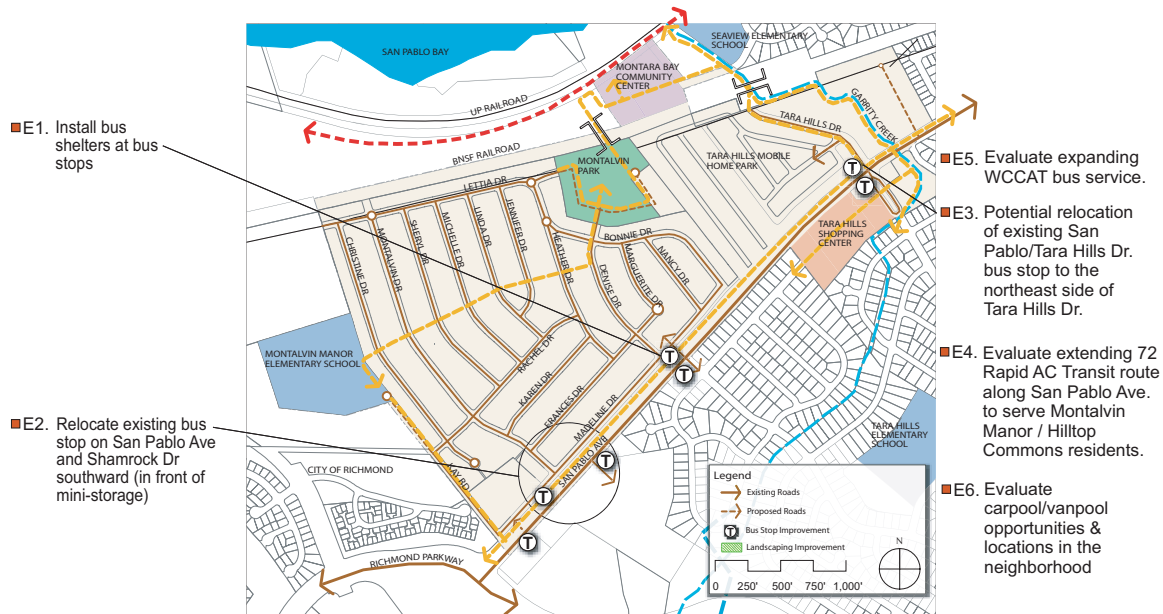
E. Transit Improvements

Key Issues

- Existing bus stops have no shelters, and offer no wind protection for transit users.
- Recent reduced WCCAT & AC Transit service has affected neighborhood residents.
- Bus stops on San Pablo at Shamrock, and the stop immediately south of it, are quite close and are not uniformly located within the neighborhood area.



Emerging Neighborhood Concept



Improvement Options

- E1.** Bus shelter alternatives



Cost Implications

- Action E1: \$108,000
- Action E2: \$ 550
- Action E3: \$ TBD
- Action E4: NA
- Action E5: NA
- Action E6: \$ TBD

Montalvin Manor Pedestrian & Transit Access Project

F. Montalvin Park

Key Issues

- An important community asset that is extremely underutilized for a number of reasons, including:
 - 1) Poor signage that advertises the park
 - 2) Park is misused by drunken people which makes it a very unsafe area, especially for children
 - 3) Little supervision of the park by adjacent houses
 - 4) Lacks certain park amenities like restrooms, shading trees, etc
 - 5) Irregular maintenance of park uses (like basketball courts, etc)



Emerging Neighborhood Concept

- F1. Improve park maintenance and facilities, including vandal-proof lighting, better basketball hoops, regularly mowed lawn, etc.
- F2. Add new amenities, such as new restrooms, drinking fountains, trash cans, shade trees, barbecue facilities, etc.
- F3. Improve street signage to better advertise the park
- F4. Design and construct entry 'gateways' for the park



- F5. Increase safety patrol within the park (including bike patrol)
- F6. Investigate opportunities to build new houses facing onto the park along its southeast edge, increasing the community supervision of the park



- F6. Remove existing barriers at the two park entrances
- F7. Encourage neighborhood events on a regular basis in the park

Cost Implications

Action F1:	\$ 58,000
Action F2:	\$ 1,036,000
Action F3:	\$ 1,100
Action F4:	\$150,000 to 250,000
Action F5:	\$ TBD
Action F6:	\$ TBD

Montalvin Manor Pedestrian & Transit Access Project

G. Develop Opportunity Sites

Key Issues

GARRITY CREEK AREA

- Creek as an important open space asset is underutilized
- Area in and around the creek is dirty and poorly maintained. Illegal dumping along the Tara Hills Dr.
- Flooding occurs during rainy season.
- Important to develop the area as a valuable, safe, walkable open space for the neighboring community



TARA HILLS SHOPPING CENTER

- The shopping center is not economically viable and inadequate to serve the neighboring community.
- Lighting at the shopping center is inappropriate, which makes it unsafe for users. Glare from some lights is a further nuisance for the neighboring residents.
- Existing post box, an important community amenity, is poorly located and advertised.

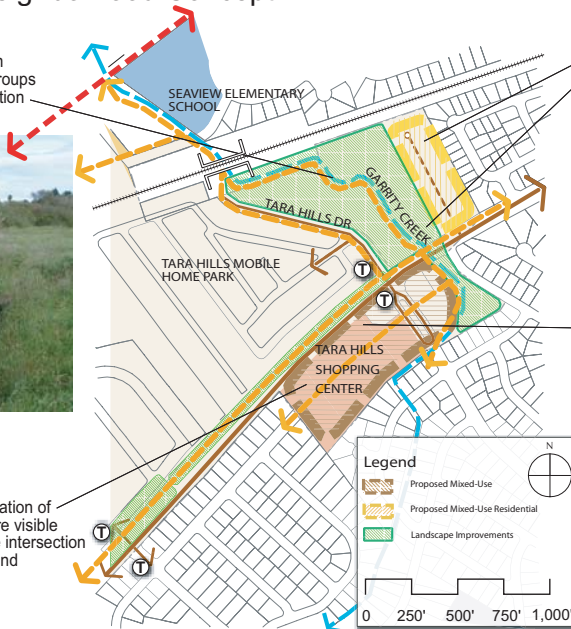


Emerging Neighborhood Concept

- G2. Investigate partnerships with environmental groups for creek restoration and planting



- G4. Investigate relocation of mailbox to a more visible location near the intersection of Tara Hills Dr and San Pablo Ave



- G1. Explore potential for developing housing and mixed uses on a portion of the Garrity Creek site with a major dedication of the area around the creek for public parks, open spaces, trails and bike access.

- G3. Encourage re-development of Tara Hills Center as an important community resource.



Montalvin Manor Pedestrian & Transit Access Project

H. Infrastructure

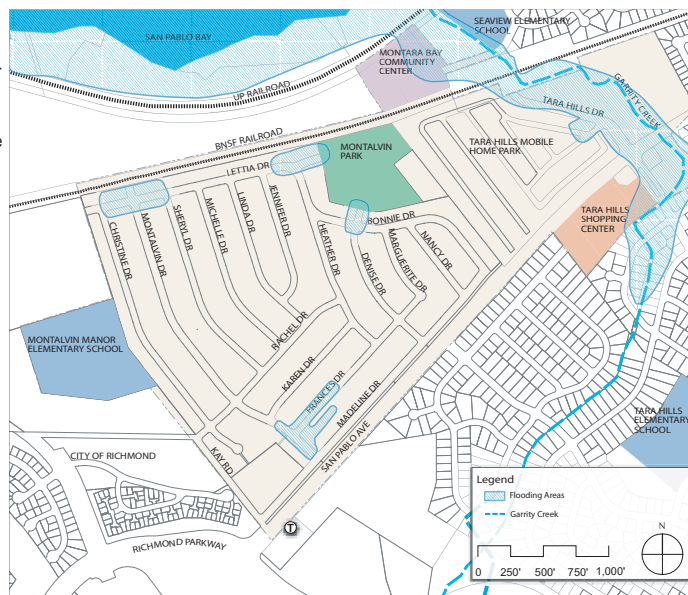
Key Issues

- Flooding occurs in the different parts of the neighborhood, including:
 1. Madeline and Francis Drive
 2. Montalvin and Madeline Drive
 3. Public Utility Easement running between the backyards of the houses facing Madeline Rd and Francis Drive
 4. Tara Hills Drive at the Garrity Creek area.
- Glaring street lights are a nuisance for neighboring residents.



Improvement Options

- H1. Develop drainage improvement plans for reducing flooding on:
 1. Montalvin & Frances Dr
 2. Montalvin & Madeline
 3. PUE running between the backyards of the houses facing Madeline and Francis Dr
 4. Montalvin & Lettia Dr.
 5. Both entrances to Montalvin Park
 6. Entrance to Mobile Home Park
 7. Tara Hills Dr at the Garrity Creek Area



- H2. Explore opportunities to underground utilities
- H3. Explore low glare street lights within the neighborhood and along San Pablo Ave

Cost Implications

- Action H1 : \$611,000
- Action H2 : \$12,045,000
- Action H3 : \$517,000 (for about 150 lights)

Montalvin Manor Pedestrian & Transit Access Project

I. Community Involvement

☐ Issues & Opportunities

- ☐ Schedule & prioritize all proposed action items (as to whether they are short, medium and long-term priority actions)
- ☐ Educate and involve the community in the various proposed improvements, (such as improving parking conditions).



☐ Improvement Options

- I1. Strengthen and better organize ongoing community involvement and outreach for various proposed neighborhood improvements.
- I2. Finalize Redevelopment Advisory Committee for the neighborhood.
- I3. Assist in formulating a neighborhood association for Montalvin Manor neighborhood for ongoing participation in public improvements affecting the Montalvin community



Montalvin Manor Pedestrian & Transit Access Project



MOORE IACOFANO GOLTSMAN
800 Hearst Avenue
Berkeley, CA 94710
DKS ASSOCIATES
ALTA PLANNING
ROSENOW SPEVACEK GROUP INC.



CONTRA COSTA COUNTY

APPENDIX E: COST ESTIMATES

**Cost estimate figures correspond with Detailed Action Strategy Matrix items*

A1a - Implement traffic calming measures in the neighborhood by creating some one-way streets in a phased manner.

Item	Unit	Quantity	Unit Cost	Total
Case A (New "One Way" Signing per street - no other improvements made)	EA	9	\$ 2,000.00	\$ 18,000.00
Subtotal				\$ 18,000.00
Design (10%)				\$ 1,800.00
Environmental (0%)				\$ -
Construction Management (0%)				\$ -
Contingency (10%)				\$ 1,800.00
			Total	\$ 21,600.00

A1b - Implement traffic calming measures in the neighborhood by creating some one-way streets in a phased manner.

Item	Unit	Quantity	Unit Cost	Total
Case B (includes 4ft wide Landscaping, Curb and Gutter, AC Repair, Aggregate Base, and Demolition)	LF	9,300	\$ 100.00	\$ 930,000.00
Case B (New "One Way" Signing per street)	EA	9	\$ 1,000.00	\$ 9,000.00
"No Parking" signing every 100 ft for streets	EA	93	\$ 250.00	\$ 23,250.00
Red Painted Curb	LF	9,300	\$ 2.00	\$ 18,600.00
Subtotal				\$ 980,850.00
Design (13%)				\$ 127,510.50
Environmental (5%)				\$ 49,042.50
Construction Management (16%)				\$ 156,936.00
Contingency (10%)				\$ 98,085.00
			Total	\$ 1,412,424.00

A2 - Provide traffic calming devices such as chokers¹, chicanes², etc. especially on key streets (including Christine Road).

Item	Unit	Quantity	Unit Cost	Total
Intersection Circle (with Landscaping)	EA	4	\$ 7,500.00	\$ 30,000.00
Chokers	EA	3	\$ 10,000.00	\$ 30,000.00
Subtotal				\$ 60,000.00
Design (25%)				\$ 15,000.00
Environmental (3%)				\$ 1,800.00
Construction Management (23%)				\$ 13,800.00
Contingency (10%)				\$ 6,000.00
			Total	\$ 96,600.00

A3 - Extend Kay Road at Rachel Road, to connect with Montalvin Manor Elementary School with a new drop off point.

Item	Unit	Quantity	Unit Cost	Total
Kay Road Extension to school	LF	500	\$ 800.00	\$ 400,000.00
Subtotal				\$ 400,000.00
Design (15%)				\$ 60,000.00
Environmental (5%)				\$ 20,000.00
Construction Management (16%)				\$ 64,000.00
Contingency (10%)				\$ 40,000.00
Total				\$ 584,000.00

Assume \$800 per linear foot of new road (includes curb, gutter, sidewalk, earthwork, drainage, and paving.)

A4 - Move signalized intersection of Kay Rd and San Pablo Ave. northward (in front of Mini-Storage).

Item	Unit	Quantity	Unit Cost	Total
New Road connecting Madeline and San Pablo Ave	LF	100	\$ 900.00	\$ 90,000.00
New Signal	EA	1	\$ 220,000.00	\$ 220,000.00
Subtotal				\$ 310,000.00
Design (18%)				\$ 55,800.00
Environmental (5%)				\$ 15,500.00
Construction Management (18%)				\$ 55,800.00
Contingency (10%)				\$ 31,000.00
Total				\$ 468,100.00

Assume \$900 per linear foot of new road (includes curb, gutter, sidewalk, earthwork, drainage, and paving.)

A5 - Increase enforcement of speeding and other traffic violations in the neighborhood.

Item	Unit	Quantity	Unit Cost	Total
Police Enforcement	Hr/yr	208	\$ 50.00	\$ 10,400.00
Total				\$ 10,400.00

Assume \$50 per hour and 4 hours per week for enforcement

A6 - Increase enforcement of speeding by UPS trucks in Mobile Home Park neighborhood.

See A5 (\$10,400/yr)

B1 - Increase parking restrictions to limit trailers, motor homes, and commercial vehicles parked on the neighborhood streets.

See A5 (\$10,400/yr)

B2a - Investigate parking plan options in the neighborhood, including increasing the width of the narrow roadways.

Item	Unit	Quantity	Unit Cost	Total
"No Parking" signing every 100 ft for narrow streets	EA	93	\$ 250.00	\$ 23,250.00
Red Painted Curb	LF	9,300	\$ 2.00	\$ 18,600.00
Subtotal				\$ 41,850.00
Design (5%)				\$ 2,092.50
Environmental (0%)				\$ -
Construction Management (0%)				\$ -
Contingency (10%)				\$ 4,185.00
Total				\$ 48,127.50

B2b - Investigate parking plan options in the neighborhood, including increasing the width of the narrow roadways.

Item	Unit	Quantity	Unit Cost	Total
Widen Street	SF	37,200	\$ 5.00	\$ 186,000.00
Subtotal				\$ 186,000.00
Design (20%)				\$ 37,200.00
Environmental (5%)				\$ 9,300.00
Construction Management (21%)				\$ 39,060.00
Contingency (10%)				\$ 18,600.00
Total				\$ 290,160.00

B3 - Increase enforcement to eliminate abandoned vehicles and illegally parked vehicles.

See A5 (\$10,400/yr)

C1 - Create sidewalks on Kay Road.

Item	Unit	Quantity	Unit Cost	Total
New Sidewalks on both sides of Kay Rd from San Pablo Ave to Rachael Rd.	LF	1,800	\$ 25.00	\$ 45,000.00
New Curb and Gutter	LF	1,800	\$ 18.00	\$ 32,400.00
Subtotal				\$ 77,400.00
Design (25%)				\$ 19,350.00
Environmental (3%)				\$ 2,322.00
Construction Management (23%)				\$ 17,802.00
Contingency (10%)				\$ 7,740.00
Total				\$ 124,614.00

C2 - Create uninterrupted sidewalks on San Pablo Ave. from Kay Rd. to Shamrock Dr.

Item	Unit	Quantity	Unit Cost	Total
New Sidewalks from Kay Rd to Shamrock Dr	LF	2,000	\$ 30.00	\$ 60,000.00
Subtotal				\$ 60,000.00
Design (25%)				\$ 15,000.00
Environmental (3%)				\$ 1,800.00
Construction Management (23%)				\$ 13,800.00
Contingency (10%)				\$ 6,000.00
Total				\$ 96,600.00

C3 - Clean up and pave pedestrian/bike path from Rachel Rd. at Kay Rd. to Montalvin Manor School.

Item	Unit	Quantity	Unit Cost	Total
2" of AC Pavement (8 ft wide)	Ton	48	\$ 80.00	\$ 3,867.00
6" of AB (8 ft wide)	CY	2,000	\$ 55.00	\$ 110,000.00
Excavation/Restoration	CY	1,667	\$ 50.00	\$ 83,325.00
New Opening in Fence	EA	1	\$ 1,000.00	\$ 1,000.00
Subtotal				\$ 198,192.00
Design (17%)				\$ 33,692.64
Environmental (5%)				\$ 9,909.60
Construction Management (21%)				\$ 41,620.32
Contingency (10%)				\$ 19,819.20
Total				\$ 303,233.76

C4 - Add sidewalk to bus stops on San Pablo Ave. from Madeline Ave.

Item	Unit	Quantity	Unit Cost	Total
New Sidewalk on Southside of Shamrock connecting San Pablo to Madeline.	LF	100	\$ 50.00	\$ 5,000.00
Curb Ramp	EA	2	\$ 1,500.00	\$ 3,000.00
Striping - Crosswalk	SF	60	\$ 25.00	\$ 1,500.00
Subtotal				\$ 9,500.00
Design (25%)				\$ 2,375.00
Environmental (10%)				\$ 950.00
Construction Management (24%)				\$ 2,280.00
Contingency (10%)				\$ 950.00
Total				\$ 16,055.00

C5a - Evaluate and finalize one or more sidewalk improvements, including replacing existing rolled curbs with concrete curb cuts to discourage parking on sidewalks.

Item	Unit	Quantity	Unit Cost	Total
All 26 ft streets, Demo Existing Curb (both sides)	LF	23,220	\$ 3.00	\$ 69,660.00
All 26 ft streets, New curb (both sides)	LF	23,220	\$ 25.00	\$ 580,500.00
New Driveways	EA	258	\$ 1,200.00	\$ 309,600.00
AC Pavement Repair	TON	1,871	\$ 80.00	\$ 149,640.00
Subtotal				\$ 1,109,400.00
Design (12%)				\$ 133,128.00
Environmental (3%)				\$ 33,282.00
Construction Management (12%)				\$ 133,128.00
Contingency (10%)				\$ 110,940.00
			Total	\$ 1,519,878.00

C5b - Evaluate and finalize one or more sidewalk improvements, including replacing existing rolled curbs with concrete curb cuts to discourage parking on sidewalks.

Item	Unit	Quantity	Unit Cost	Total
All streets, Demo Existing Curb (both sides)	LF	37,350	\$ 3.00	\$ 112,050.00
All streets, New curb (both sides)	LF	37,350	\$ 25.00	\$ 933,750.00
New Driveways	EA	830	\$ 1,200.00	\$ 996,000.00
AC Pavement Repair	TON	3,009	\$ 80.00	\$ 240,700.00
Subtotal				\$ 2,282,500.00
Design (12%)				\$ 273,900.00
Environmental (3%)				\$ 68,475.00
Construction Management (12%)				\$ 273,900.00
Contingency (10%)				\$ 228,250.00
			Total	\$ 3,127,025.00

Assume 10% of the LF are omitted to place driveways

C6 - Develop plans for a new pedestrian and bike friendly bridge connecting the Montalvin Park to Montara Bay Community Center.

Item	Unit	Quantity	Unit Cost	Total
New Pedestrian/Bicycle Bridge	EA	1	\$ 2,000,000.00	\$ 2,000,000.00
Subtotal				\$ 2,000,000.00
Design (12%)				\$ 240,000.00
Environmental (5%)				\$ 60,000.00
Construction Management (12%)				\$ 240,000.00
Contingency (10%)				\$ 200,000.00
			Total	\$ 2,740,000.00

C7 - Create pedestrian and bike connections between the proposed Bay Trail and the Neighborhood / Community Center.

Item	Unit	Quantity	Unit Cost	Total
2" of AC Pavement (8 ft wide)	Ton	39	\$ 80.00	\$ 3,093.21
6" of AB (8 ft wide)	CY	1,600	\$ 55.00	\$ 88,000.00
Excavation	CY	2,131	\$ 50.00	\$ 106,560.00
Subtotal				\$ 197,653.21
Design (20%)				\$ 39,530.64
Environmental (5%)				\$ 9,882.66
Construction Management (21%)				\$ 41,507.17
Contingency (10%)				\$ 19,765.32
			Total	\$ 308,339.01

C8 - Create pedestrian and bike trails along Garrity Creek from San Pablo Avenue to San Pablo Bay and the proposed Bay Trail.

Item	Unit	Quantity	Unit Cost	Total
2" of AC Pavement (8 ft wide)*	Ton	2,500	\$ 65.00	\$ 162,500.00
6" of AB (8 ft wide)*	CY	34,000	\$ 40.00	\$ 1,360,000.00
Excavation*	CY	34,000	\$ 35.00	\$ 1,190,000.00
Subtotal				\$ 2,712,500.00
Design (5%)				\$ 135,625.00
Environmental (1%)				\$ 27,125.00
Construction Management (8%)				\$ 217,000.00
Contingency (10%)				\$ 271,250.00
			Total	\$ 3,363,500.00

* - length of path is 25,000 feet

C9 - Explore opportunities of at-grade pedestrian crossing across railroad tracks to the San Pablo Bay (boardwalk).

Use \$8,000,000

C10 - Bicycle lanes on San Pablo from Tara Hills Drive to Richmond Parkway.

Item	Unit	Quantity	Unit Cost	Total
Bike Lane Striping (from Tara Hills to Richmond Parkway)	LF	8,000	\$ 1.00	\$ 8,000.00
Subtotal				\$ 8,000.00
Design (20%)				\$ 1,600.00
Environmental (3%)				\$ 240.00
Construction Management (10%)				\$ 800.00
Contingency (10%)				\$ 800.00
			Total	\$ 11,440.00

D1a - Finalize design concepts that create a sense of identity for the Montalvin Manor neighborhood:: Entry monuments at the three signalized intersections on San Pablo Avenue (Kay Road, Shamrock Avenue and Tara Hills Drive).

Item	Unit	Quantity	Unit Cost	Total
Entry monuments				
Major	LS	2	\$ 150,000.00	\$ 300,000.00
Minor	LS	1	\$ 75,000.00	\$ 75,000.00
Landscaping	LS	1	\$ 5,000.00	\$ 5,000.00
Subtotal				\$ 380,000.00
Design (20%)				\$ 76,000.00
Environmental (3%)				\$ 11,400.00
Construction Management (10%)				\$ 38,000.00
Contingency (10%)				\$ 38,000.00
			Total	\$ 543,400.00

D1b - Finalize design concepts that create a sense of identity for the Montalvin Manor neighborhood: Landscape the sloping area between San Pablo Avenue and Madeline Dr.

Item	Unit	Quantity	Unit Cost	Total
Landscape sloping area between San Pablo Ave and Madeline Dr.				
Demolition and site prep	LS	1	\$ 25,000.00	\$ 25,000.00
Walkways - 5' concrete walk	LF	1,000	\$ 6.00	\$ 6,000.00
Planting - Hydro seed	SF	131,500	\$ 0.10	\$ 13,150.00
Planting - Shrubs	SF	20,500	\$ 5.00	\$ 102,500.00
Planting - Trees 15" box	EA	65	\$ 150.00	\$ 9,750.00
Irrigation - Connect at POC	allow	3	\$ 1,000.00	\$ 3,000.00
New Irrigation - Trees	EA	65	\$ 25.00	\$ 1,625.00
New Irrigation - Shrubs	SF	20,500	\$ 1.50	\$ 30,750.00
Drainage	LS	1	\$ 50,000.00	\$ 50,000.00
Subtotal				\$ 241,775.00
Design (20%)				\$ 48,355.00
Environmental (3%)				\$ 7,253.25
Construction Management (10%)				\$ 24,177.50
Contingency (10%)				\$ 24,177.50
			Total	\$ 345,738.25

D2 - Landscape Kay Road.

Item	Unit	Quantity	Unit Cost	Total
Landscape Kay Rd.				
Demolition and site prep	LS	1	\$ 8,500.00	\$ 8,500.00
Walkways - 5' concrete walk	LF	4,275	\$ 6.00	\$ 25,650.00
Planting - Hydro seed	SF		\$ 0.10	\$ -
Planting - Ground Cover	SF	8,550	\$ 2.50	\$ 21,375.00
Planting - Trees 15" box	EA	29	\$ 150.00	\$ 4,350.00
Irrigation - Connect at POC	allow	1	\$ 1,000.00	\$ 1,000.00
New Irrigation - Trees	EA	29	\$ 25.00	\$ 725.00
New Irrigation - Shrubs	SF	4,275	\$ 1.50	\$ 6,412.50
Subtotal				\$ 68,012.50
Design (20%)				\$ 13,602.50
Environmental (3%)				\$ 2,040.38
Construction Management (10%)				\$ 6,801.25
Contingency (10%)				\$ 6,801.25
			Total	\$ 97,257.88

D3 - Initiate neighborhood clean up programs for the neighborhood with 'dumpster days' and neighborhood clean up days on an annual (quarterly?) basis.

Item	Unit	Quantity	Unit Cost	Total
Initiate neighborhood clean up programs				N/A

D4 - Explore potential for constructing a sound wall along San Pablo Ave.

Item	Unit	Quantity	Unit Cost	Total
Explore potential for creating a sound wall along San Pablo Ave.				N/A

D5 - Initiate neighborhood beautification programs that encourage residents to plant new flowers, trees, etc on their blocks/neighborhood.

Item	Unit	Quantity	Unit Cost	Total
Initiate neighborhood beautification programs				N/A

E1 - Install bus shelters at bus stops.

Item	Unit	Quantity	Unit Cost	Total
Bus Shelter	EA	7	\$ 12,000.00	\$ 84,000.00
Subtotal				\$ 84,000.00
Design (8%)				\$ 6,720.00
Environmental (3%)				\$ 2,520.00
Construction Management (8%)				\$ 6,720.00
Contingency (10%)				\$ 8,400.00
Total				\$ 108,360.00

E2 - Relocate existing San Pablo Ave bus stop, on the Montalvin Manor side, opposite Hilltop Commons southward (such that it is in front of Mini-Storage).

Item	Unit	Quantity	Unit Cost	Total
Relocate Signs	EA	1	\$ 500.00	\$ 500.00
Subtotal				\$ 500.00
Design (0%)				\$ -
Environmental (0%)				\$ -
Construction Management (%)				\$ -
Contingency (10%)				\$ 50.00
Total				\$ 550.00

E3 - Relocate existing San Pablo Ave bus stop, on the Mobile Home Park side, to the other side of Tara Hills Drive.

Item	Unit	Quantity	Unit Cost	Total
Relocate Signs	EA	1	\$ 500.00	\$ 500.00
Subtotal				\$ 500.00
Design (0%)				\$ -
Environmental (0%)				\$ -
Construction Management (%)				\$ -
Contingency (10%)				\$ 50.00
Total				\$ 550.00

E4 - Evaluate extending 72 Rapid AC Transit route along San Pablo Ave. to serve Montalvin Manor/Hilltop Commons residents.

Item	Unit	Quantity	Unit Cost	Total
Evaluate extending 72 Rapid AC Transit route				N/A

E5 - Evaluate expanding WCCAT bus service.

Item	Unit	Quantity	Unit Cost	Total
Evaluate expanding WCCAT bus service				N/A

E6 - Evaluate carpool/vanpool opportunities & locations in the neighborhood.

Item	Unit	Quantity	Unit Cost	Total
Evaluate carpool/vanpool opportunities and locations in the neighborhood				N/A

F1 - Improve park maintenance and facilities including vandal-proof lighting, better basketball hoops, regularly mowed lawn, etc.

Item				
Maintenance of Existing Facilities				
Lighting (fixture, pole, foundation, install)	LS	1	5,000	\$ 5,000.00
Electrical (control, POC)	LS	1	5,000	\$ 5,000.00
Basketball (standard/blackboard, install)- 2,500 pair	PAIR	1	2500	\$ 2,500.00
Basketball Court renovation (seal coat asphalt)		1	3000	\$ 3,000.00
Maintenance (4 days/month at \$500/day)	Day	48	500	\$ 24,000.00
Subtotal				\$ 39,500.00
Design (15%)				\$ 5,925.00
Environmental (3%)				\$ 1,185.00
Construction Management (18%)				\$ 7,110.00
Contingency (10%)				\$ 3,950.00
			Total	\$ 57,670.00

F2 - Add new amenities such as new restrooms, drinking fountains, trash cans, shade trees, barbecue facilities, new shade trees, etc.

Item	Unit	Quantity	Unit Cost	Total
New shading trees (24" box, staked)	EA	25	\$ 325.00	\$ 8,125.00
Irrigation for trees	SF	500	\$ 2.00	\$ 1,000.00
New trash containers	EA	6	\$ 1,500.00	\$ 9,000.00
Drinking fountains Fixture (2 spouts)	EA	2	\$ 7,000.00	\$ 14,000.00
Waterline, POC for Drinking fountains		1	\$ 2,000.00	\$ 2,000.00
BBQ facilities	EA	3	\$ 700.00	\$ 2,100.00
Picnic table	EA	6	\$ 17,000.00	\$ 102,000.00
Pavement under concrete (10x12)	SF	720	\$ 6.00	\$ 4,320.00
Benches (install, structure)	EA	10	\$ 2,000.00	\$ 20,000.00
New Restrooms (prefab \$100,000-\$175,000)	EA	4	\$ 150,000.00	\$ 600,000.00
Lighting	EA	10	\$ 4,500.00	\$ 45,000.00
PoC, control		1	\$ 5,000.00	\$ 5,000.00
Subtotal				\$ 812,545.00
Design (18%)				\$ 146,258.10
Environmental (3%)				\$ 24,376.35
Construction Management (15%)				\$ 121,881.75
Contingency (10%)				\$ 81,254.50
			Total	\$ 1,186,315.70

F3 - Improve street signage to better advertise the park.

Item	Unit	Quantity	Unit Cost	Total
New Signs	EA	4	\$ 250.00	\$ 1,000.00
Subtotal				\$ 1,000.00
Design (0%)				\$ -
Environmental (0%)				\$ -
Construction Management (0%)				\$ -
Contingency (10%)				\$ 100.00
			Total	\$ 1,100.00

F4 - Design and construct entry 'gateways' for the park.

Item	Unit	Quantity	Unit Cost	Total
Entry gateways	LS	2	75,000	\$ 150,000.00
Subtotal				\$ 150,000.00
Design (8%)				\$ 12,000.00
Environmental (2.5%)				\$ 3,750.00
Construction Management (18%)				\$ 27,000.00
Contingency (10%)				\$ 15,000.00
			Total	\$ 207,750.00

F5 - Increase safety patrol within the park (including bike patrol).

See A5 (\$10,400/yr)

F6 - Remove existing chain link barriers at the two park entrances.

Item	Unit	Quantity	Unit Cost	Total
Remove existing chain link barriers at both park entrances				\$ 500.00

F7 - Investigate opportunities to build new houses facing onto the park along its southeast edge, increasing the community supervision of the park.

Item	Unit	Quantity	Unit Cost	Total
Investigate opportunities to build new houses facing the park's southeast edge				N/A

F8 - Encourage neighborhood events on a regular basis in the park.

Item	Unit	Quantity	Unit Cost	Total
Encourage neighborhood events in the park				N/A

G1 - Explore potential for developing housing and mixed uses on a portion of the Garrity Creek site with a major dedication of the area around the creek for public parks, open spaces, trails and bike access.

Item	Unit	Quantity	Unit Cost	Total
Explore potential for developing housing and mixed uses on a portion of the Garrity Creek site with a major dedication of the area around the creek for public parks, open spaces, trails and bike access.				N/A

G2 - Investigate partnerships with environmental groups for creek restoration and planting.

Item	Unit	Quantity	Unit Cost	Total
Investigate partnerships with environmental groups for creek restoration and planting.				N/A

G3 - Encourage redevelopment of Tara Hills Center as an important community resource.

Item	Unit	Quantity	Unit Cost	Total
Encourage redevelopment of Tara Hills Center as an important community resource.				N/A

G4 - Investigate relocation of mailbox to a more visible location near the intersection of Tara Hills Drive and San Pablo Avenue.

Item	Unit	Quantity	Unit Cost	Total
Investigate relocation of mailbox to a more visible location near the intersection of Tara Hills Drive and San Pablo Avenue.				N/A

H1 - Develop drainage improvement plans for reducing flooding on:(1) Madeline and Francis Drive; (2) Montalvin and Madeline Drive; (3) PUE running between the backyards of the houses facing Madeline and Francis Drive; (4) Montalvin and Lettia Drive; (5) The two entrances to the Montalvin Park; (6) Entry to Mobile Home; and, (7) Tara Hills Drive at the Garrity Creek area.

Item	Unit	Quantity	Unit Cost	Total
Drainage Inlets	EA	6	\$ 2,500.00	\$ 15,000.00
New Drainage Pipes (includes restoration)	LF	1,800	\$ 200.00	\$ 360,000.00
Subtotal				\$ 375,000.00
Design (30%)				\$ 112,500.00
Environmental (5%)				\$ 18,750.00
Construction Management (18%)				\$ 67,500.00

H2 - Explore opportunities to underground utilities.

Item	Unit	Quantity	Unit Cost	Total
Move Utilities underground	LF (of rd)	37,350	\$ 250.00	\$ 9,337,500.00
Subtotal				\$ 9,337,500.00
Design (8%)				\$ 747,000.00
Environmental (3%)				\$ 280,125.00
Construction Management (8%)				\$ 747,000.00
Contingency (10%)				\$ 933,750.00
Total				\$ 12,045,375.00

H3 - Explore using low glare street lights within the neighborhood and along San Pablo Ave.

Item	Unit	Quantity	Unit Cost	Total
Replace Streetlights with Low Glare Versions	EA	149	\$ 2,500.00	\$ 373,500.00
Subtotal				\$ 373,500.00
Design (8%)				\$ 29,880.00
Environmental (2.5%)				\$ 9,337.50
Construction Management (18%)				\$ 67,230.00
Contingency (10%)				\$ 37,350.00
Total				\$ 517,297.50

I1 - Strengthen and better organize ongoing community involvement and outreach for proposed neighborhood improvements.

Item	Unit	Quantity	Unit Cost	Total
Strengthen and better organize ongoing community involvement and outreach for proposed neighborhood improvements.				N/A

I2 - Finalize Redevelopment Advisory Committee for the neighborhood.

Item	Unit	Quantity	Unit Cost	Total
Finalize Redevelopment Advisory Committee for the neighborhood.				N/A

I3 - Assist in formulating a Montalvin Manor neighborhood association for ongoing participation in public improvements affecting the Montalvin community.

Item	Unit	Quantity	Unit Cost	Total
Assist in formulating a Montalvin Manor neighborhood association for ongoing participation in public improvements affecting the Montalvin community.				N/A

APPENDIX F: WORKSHOP SUMMARY MEMOS

Summary Memo #1

PROJECT: MONTALVIN MANOR PEDESTRIAN AND TRANSIT ACCESS PROJECT
CONTRA COSTA COUNTY REDEVELOPMENT AGENCY

SUBJECT: NEIGHBORHOOD-WIDE KICK-OFF MEETING

DATE: SEPTEMBER 13, 2003 / 9:00 A.M. TO 12:30 P.M.

INTRODUCTION

On September 13, 2003, approximately 30 community members convened for a meeting to kick off the pedestrian and transit access process for the Montalvin Manor neighborhood area. This was the first in a series of three public meetings that are being held to develop a community-based Montalvin Manor Pedestrian and Transit Access report.

The Contra Costa County Redevelopment Agency initiated this community process upon receipt of a planning grant from the "Transportation for Livable Communities" Project of the Metropolitan Transportation Committee. The scope of the grant visualizes providing analysis of existing impediments, as well as potential solutions for pedestrian access and circulation within the neighborhood to community facilities such as the park, school and community center, transit facilities on San Pablo Avenue, and the proposed Bay Trail. Another important focus of the grant is the potential study of visual enhancements to create a gateway to the community.

The purpose of this meeting was threefold: to provide an opportunity for neighborhood residents to tour the project site, to explain the neighborhood improvement planning process, and to serve as a forum for the community to begin describing their vision, important assets, issues and opportunities for improving the pedestrian and transit access in the neighborhood. Participants also voiced their concerns about other aspects of the neighborhood that could benefit from improvement. The feedback generated at this meeting, and at future workshops, will provide direction for the development of the Montalvin Manor Pedestrian & Transit Access report.

WORKSHOP FORMAT

The workshop was held at the Montara Bay Community Center between 9:00 a.m. and 12:30 p.m. The first hour of the meeting consisted of a van tour of the neighborhood (see van tour workbook in Appendix). The tour began and ended at the community center and covered 9 stops, giving participants an opportunity to collectively view and analyze the project area, and to give their input on how to improve the neighborhood.

County Supervisor John Gioia (Supervisor District 2) opened the meeting, welcomed community members and invited them to participate as much as possible in this planning process. Tim Gilbert, Moore Iacofano Goltsman Inc. (MIG) reviewed the agenda for the morning, introduced various members from the County and consultant staff working on this project, and outlined the project process and overall framework.

Mr. Gilbert facilitated a group discussion, asking participants to think about the various assets and challenges facing the community, and what kinds of pedestrian and transit access improvements were visualized to improve their neighborhood. Mukul Malhotra of Moore Iacofano Goltsman (MIG) Inc., assisted by recording questions and comments on a large wall graphic (see photo reduction in Appendix).

This memo summarizes the community input generated during the meeting, as well as the ideas submitted on comment sheets and Van Tour Workbook. The summary is organized into sections that reflect the workshop discussion topics:

- **Vision,**
- **Assets,**
- **Challenges/Opportunities,**
- **Additional Comments,**
- **Questions, and**
- **Next Steps.**

VISION

Participants began to describe their vision for the Montalvin Manor neighborhood. A synopsis of these vision-related goals and ideas are listed below. Community members described a vision for Montalvin as:

- A neighborhood that is physically and visually well connected to the San Pablo Bay, Garrity Creek, schools, park, bus stops on San Pablo Avenue, etc.
- A safe community where residents feel comfortable walking at night and using the parks, open spaces and recreation facilities in the neighborhood;
- An involved community that helps create and maintain an attractive and clean neighborhood that the residents are proud of;
- A neighborhood with calmed and reduced traffic, where children feel safe to walk and bike, especially to the two elementary schools;
- Alleviated parking congestion on its neighborhood streets; and
- A neighborhood that is visually attractive.

ASSETS

Participants identified key assets of the Montalvin Manor neighborhood:

People/Associations: Montalvin Manor and the Tara Hills Mobile Homes make up a neighborhood of inter-generational residents. The long-term residents create a stable neighborhood. It is also one of the few places that remains an affordable

Location: The location of the neighborhood is proximate to the San Pablo Bay. The site provides dramatic views of the Bay from many sections of the neighborhood.

Open Space and Recreational Facilities: The neighborhood has a wide variety of community open spaces and recreational facilities, including:

- Montalvin Park (children's play area, basketball & tennis courts, etc)
- Elementary School sports fields
- Montara Bay Community Center sports fields
- Garrity Creek open space

Community Facilities: The neighborhood has a wide variety of community facilities, namely:

- Schools - Montalvin Manor Elementary School and Seaview Elementary School
- Montara Bay Community Center
- Church
- Retail Facilities: Walgreen's and Tara Hills Center
- Bus stops along San Pablo Avenue

However, most participants feel that the park and community facilities are under-utilized and "Montalvin is an 'ugly duckling' that has potential to be a jewel". Most assets need a wide range of improvements in order for residents to fully utilize their potential use.

CHALLENGES/OPPORTUNITIES

Community members identified the following challenges and opportunities that should be considered in planning for an improved pedestrian and transit access in the neighborhood:

Traffic and Circulation

- Speeding on narrow streets makes them unsafe for everyone (pedestrian, bicyclist and vehicular traffic)
- Grade differences in the neighborhood street and important intersections (especially along San Pablo) makes visibility for vehicles an important consideration.
- Some of the narrow streets could become one-way streets. However the wider streets (Montalvin, Madeline and Lettia) should remain two-way. Christine Drive should be considered to become one-way.

- Reduce and calm traffic on Christine Drive. Existing speed bumps on are not effective. Need speed bumps that 'work' and calm traffic, especially for children.
- Better traffic calming can be achieved by the following:
 - o Exploring traffic islands at key intersections
 - o Better enforcement of the local parking and speeding ordinances.
- A new (entry and exit access) road should be explored at San Pablo Ave that extends Montalvin Drive to San Pablo Ave.
- Intersection improvements along San Pablo Avenue at Kay Road, Shamrock Drive and Tara Hills Drive should be considered. Shamrock and Kay Road entrances are too steep and short.
- The narrow width of Tara Hills Drive under the rail track bridge, next to Garrity Creek, creates a bottleneck for vehicular users of the Montara Bay Community Center, Bay and Seaview Elementary School. Increasing the width of the road in that area should be explored.

Parking

- High-density neighborhood combined with narrow street widths contributes to the parking problem in the community.
- Montalvin is a neighborhood of intergenerational residents. Multiple cars for each house. Trailers, motor homes, commercial cars should be removed.
- Most of the carports in the temporary WW II housing in the neighborhood has been converted to dining rooms, thereby exaggerating the parking problem.
- Any new parking improvement plan should consider personality and tradition in dealing with the neighborhood residents. Patience and education is the answer, not rigid enforcement.
- Restricting parking on side of the road should be considered as a potential option. The big question is which side of the road?
- Diesel truck parking on Madeline road is a nuisance for the nearby residents.

Streetscape Improvements

- Any streetscape improvements should keep in mind that children like to play on the streets and they should be kept wide enough for them to play on them.
- Existing sidewalks are narrow and people park on them. Rolled sidewalks should be straightened.
- Explore widening sidewalks on one side of the road, especially for potential one-way streets.

Pedestrian Access

- Explore alternative pedestrian and bicycle connection between the neighborhood and the Montara Bay Community Center and the San Pablo Bay, besides the sole existing Tara Hills Drive. A bridge over the existing rail tracks, connecting the Montalvin Park to the area next to the community center should be explored.
- Very few people walk from the neighborhood to the Community Center and Bay because of the poor quality of the sidewalks along San Pablo Avenue and Tara Hills Drive. The area of Tara Hills Drive under the rail track bridge, next to Garrity Creek, is a specially unsafe section for pedestrians and bicyclists
- The proposed Bay Trail will become another exciting asset for the neighborhood. Explore pedestrian and bicycle friendly neighborhood connections to the proposed Bay Trail. In the interim, connections to the existing (newly constructed) Bay Trail should be considered.

- Strengthen the pedestrian/bike connection along Garrity creek.
- Explore new entry to Montara Bay Community center.
- Create an access to Bay from the neighborhood and community center.
- Explore the possibility of a pier to the Bay. It may need to bridge over the rail tracks.
- No pedestrian sidewalks on Kay Road, which is one of the two access roads into the Montalvin Manor high residential neighborhood.
- Pedestrian connections to the bus stops along San Pablo Ave are not contiguous, making it a very unpleasant pedestrian experience.
- There is no sidewalk on the east side of Madeline Drive that can connect the crosswalk across Madeline Drive to the sloped ramp leading to the bus stop on San Pablo Avenue.

Overall Image

a) Area between San Pablo and Madeline Street

- Beer bottles, trash, push carts, broken glass, big holes characterize the sloping buffer space between San Pablo Avenue and Madeline Street. This is the public 'face' of the neighborhood and gives a presents a poor image of the entire neighborhood for the people driving along San Pablo Avenue, which in turn a major corridor of the regional area.
- Weed out the area. Trim/mow the area more often. Potential funding partnerships with the nearby Walgreen could be explored since a number of users use this area to walk to Walgreen.
- Due to heavy traffic on San Pablo Ave, some noise mitigation strategies should be explored in the proposed landscape improvements.
- Neighborhood community, especially residents living along Madeline Street are willing to help clean the area and were enthusiastic in offering their services to plant new flowers, trees, etc. that will beautify the buffer space.
- Few participants suggested that the services of the residents of the nearby county jail could be used for the clean up and maintenance of the place. However, some participants felt that it was the county's responsibility to clean up the area and as taxpayers, should not feel obliged to do the county's job. However, it would be great if the county were willing to pay the residents, as this will create some new jobs in the current depressed economy.
- Entry statements along San Pablo Avenue at Kay Road, Shamrock Drive and Tara Hills Drive should be considered.

b) Montalvin Park

- Improve entry to park. Few people know and use the park, which is a great asset to the community. Improve and strengthen signage on street that advertises the park.
- Trash receptacles are often missing
- Lacks of restrooms discourage users who would like to spend long time at the park.
- Very few trees exist right now. New landscaping improvements should include some trees that provide shade for users.
- Safety is a big issue. People can be seen drinking in the park that strongly discourages people from using the park, especially mothers with children. Drunken people in the park are also a problem for the church users, especially during daytime picnics.

- Participants agreed that since most of the adjacent houses 'turn their back' to the park, there is little supervision ('eyes on the street') of the park by the neighborhood residents that further emboldens misuse of the park.
- Make sure that there is adequate lighting all year round. If the lighting fixtures are repeatedly getting vandalized, new appropriate lighting should be put in the park.
- Regular clean up of the park is important to present a positive image of the park. Currently, grass is cut only once a year. It should be mowed more often.
- Existing basketball courts & hoops should be improved to encourage users.
- The various park improvements should be prioritized. While improving existing lighting and regular moving of the grass can be short-term improvement strategy, construction of restrooms can be a long-term goal.

c) Kay Road

- Kay Road is one of the only three major access routes for the neighborhood. Thus, it is important to improve, redevelop, redesign the Road and make it safer for both pedestrians and vehicular traffic.
- No pedestrian sidewalks on either side of the road make it very unsafe for pedestrians and bicyclists to walk on a very important access road for the community.
- Since people know that there is shared jurisdiction of the road, people illegally dump garbage, furniture, etc on Kay Road. Prosecute & stop illegal dumping.
- Ask City of Richmond to do more for Kay Road:
 - o Put utilities underground on Kay
 - o Clean up more often. Right now it is low priority for the city due to shared jurisdiction of the road.

d) Garrity Creek

- Clean up Garrity Creek and make it more accessible to residents of the nearby neighborhoods.
- Create Garrity Creek as a green zone. Any potential development in and around the creek should keep the following in mind:
 - o Prevent from damaging wildlife.
 - o Decrease density, no additional apartments
- It is important that the pedestrian trail along the creek is maintained.
- Explore various environmental groups that can become partners in developing the creek as an important open space and recreational amenity.
- Illegal concrete dumping along Tara Hills Drive is a problem.

e) Montalvin Manor School

- No turn-around or pick-up/drop off point for the children.
- Existing access to the school is through Christine Drive that is unsafe for the children and bicyclists. People speed on the road in spite of existing speed bumps.
- Have a school police to better enforce the traffic calming and maintain safe pedestrian connections to the school.
- The informal path connecting Kay road to the backside of the School is frequently used. However, it is poorly maintained and dangerous to use, especially for school children.

f) Tara Hills Shopping Center

- Lighting at Tara Hills shopping center is inadequate, which makes it unsafe for the users. However the lighting within the center, at the corner of Tara Hills Drive and San Pablo Avenue creates an undesirable glare for nearby residents. Appropriate glare mitigation should be incorporated.
- Existing post box in the shopping center is hidden and few people know about it. Direction signage to the post box should be prominently displayed.
- As a long-term goal, encouraging a good quality restaurant to function in the shopping center would well serve the neighborhood residents.

Transit Improvements

- Move existing bus stop NE of Shamrock at San Pablo Ave further south in front of Mini Storage building.
- What is the possibility that the 72 Rapid AC Transit route be extended along San Pablo Ave to the serve the Montalvin residents?
- Existing De Anza bus service has very limited service only. Why? What is the possibility of increasing the service throughout the day?
- Bus Stop along San Pablo Ave should be improved. Bus shelters should be explored that provide wind protection. Trash receptacles should be provided next to bus stops.
- Moving the existing bus stop on San Pablo Ave southwest of Shamrock Drive, further northeast of Shamrock Drive was suggested. However, it was pointed out that WCCAT explore and disregarded that option due to blind spots created by the standing bus.

Implementation

- All proposed improvements should be scheduled & prioritized as to whether they are short, medium and long-term priority actions.
- Educate and involve the community in the various proposed improvements.
- Any new parking improvements should respect the needs of the existing residents and the enforcement process should be sympathetic to the their constraints.

ADDITIONAL COMMENTS

- Montalvin is an ugly duckling that has potential to be a jewel!
- Most participants expressed a general improvement in the overall character and safety of the neighborhood in recent years. However, additional measures need to be taken to increase pride and ownership in neighborhood. The county could encourage greater responsibility and involvement of the community by increasing/encouraging greater ownership of the individual residents.
- Clean up Frances Drive.
- Steep grade changes between the lots facing Madeline and Frances Drive causes flooding and drainage problems in the 10 to 15 feet PUE between the lots.
- Big dip along Madeline Drive at the intersection of Montalvin Drive causes undesirable flooding during rainy months in that area.

QUESTIONS

- Where and how is the proposed Bay Trail going to run within the Montalvin neighborhood area? What, if any connections have been planned to the Montalvin neighborhood? Will people using the trail park in the neighborhood?
- A post box somewhere in the neighborhood, which is within walking distance for most of the residents, would be a definite asset to the community.

NEXT STEPS

The next Montalvin Manor Transit and Pedestrian Access project workshop will be held at the Montara Bay Community Center on October 18, 2003 from 9:00 a.m. to 12:30 p.m. A Staff Meeting with the county staff will be held on October 10th to discuss and explore various neighborhood improvement strategies for the community, based on the input we received from the community in the first kick-off meeting workshop.

The purpose of the second workshop will be to present alternative neighborhood pedestrian and transit improvement concepts and potential improvement strategies to the community and get their feedback. These improvement strategies will be prioritized and scheduled to create an effective improvement strategy for the neighborhood.

APPENDIX

- A. Wallgraphic Reduction
- B. Van Tour Workbook Map

Summary Memo # 2

PROJECT: MONTALVIN MANOR PEDESTRIAN AND TRANSIT ACCESS PROJECT
CONTRA COSTA COUNTY REDEVELOPMENT AGENCY
SUBJECT: REVIEWING IMPROVEMENT ALTERNATIVES
DATE: OCTOBER 18, 2003 / 9:00 A.M. TO 12:00 P.M.

INTRODUCTION

On October 18, 2003, approximately 45 community members convened for a meeting to review potential neighborhood improvements as part of the pedestrian and transit access process for the Montalvin Manor neighborhood area. This was the second in a series of three public meetings that are being held to develop a community-based Montalvin Manor Pedestrian and Transit Access report.

The Contra Costa County Redevelopment Agency initiated this community process upon receipt of a planning grant from the "Transportation for Livable Communities" Project of the Metropolitan Transportation Committee. The scope of the grant visualizes providing analysis of existing impediments, as well as potential solutions for pedestrian access and circulation within the neighborhood to community facilities such as the park, school and community center, transit facilities on San Pablo Avenue, and the proposed Bay Trail. Another important focus of the grant is the potential study of visual enhancements to create a gateway to the community.

The purpose of this meeting was three fold: to present the preliminary improvement concepts & strategies action plan to the community, to gather feedback on the alternatives proposed in the plan, and to prioritize the set of projects and action items. Participants also voiced their concerns about other aspects of the neighborhood that could benefit from improvement. The feedback generated at this meeting, and at future workshops, will provide direction for the development of the Montalvin Manor Pedestrian & Transit Access report.

WORKSHOP FORMAT

The workshop was held at the Montara Bay Community Center between 9:00 a.m. and 12:00p.m. County Supervisor John Gioia (Supervisor District 2) opened the meeting, welcomed community members and invited them to participate as much as possible in this planning process. Tim Gilbert, Moore Iacofano Goltsman Inc. (MIG) reviewed the agenda for the morning, introduced various members from the County and consultant staff working on this project, and outlined the project process and overall framework. Mr. Gilbert facilitated the group discussion. Mukul Malhotra of Moore Iacofano Goltsman (MIG) Inc. presented the PowerPoint presentation illustrating emerging improvement concepts. He additionally assisted by recording questions and comments on a large wall graphic (see photo reduction in Appendix). Community members discussed the plan and then identified, through a dot-matrix exercise, their preferences and priorities. This memo summarizes the community input generated during the meet-

ing, as well as the ideas submitted on comment sheets. The summary is organized into sections that reflect the workshop discussion topics:

- **Improvement Concepts Feedback/New Issues,**
- **Additional Comments,**
- **Questions,**
- **Next Steps, and**
- **Appendix.**

IMPROVEMENT CONCEPTS FEEDBACK / NEW ISSUES

Community members provided input on the improvement concepts and identified additional challenges and opportunities to be considered in planning for improved pedestrian and transit access in the neighborhood:

A. Traffic and Circulation

- Prioritize developing a 'street calming plan' for the neighborhood by creating some one-way streets.
- Explore Christine Drive as an initial test case for creating a one-way street as it experiences gridlock during drop off and pick up school times.
- Investigate creating a formal drop off point for the school at Christine Drive to help ease the gridlock during school hours.
- Parking and sidewalks on both sides of the road is the preferred option for the narrow one way streets.
- Repair the road section in front of Montalvin Park
- Reduce incidence of speeding by installing speed humps in Montalvin Manor neighborhood, especially on Madeline Drive.
- Address speeding by UPS trucks in Mobile Home Park despite the presence of speed bumps.
- Explore the extension of Kay Road to the school as a long-term improvement priority since it is expensive to construct a new section of road.

B. Parking

- Prioritize restricting trailers, trucks, RVs, abandoned vehicles from parking on neighborhood streets. (Previous attempts by the neighborhood residents to solve this issue by establishing a maximum parking lane for the neighborhood (that would exclude the wide vehicles such as trucks, trailers, etc) was met with inadequate reception from the public officials.)
- Sidewalk elimination on one side of the road is preferred to taking away people's front yards.
- Consider alternating parking on different sides of the road when evaluating the option of considering parking on side of the road.
- Prefer retaining parking on both sides of the road in all improvement options.

C. Pedestrian and Bike Access

- Accord high priority to building sidewalks on Kay Road so that pedestrians can walk safely. Provide curb cuts in the sidewalks to allow for the rear access of two lots.

- Work with 'Pinole properties' private developer to formalize pedestrian connection from Kay Road to Montalvin Manor School. Prioritize constructing a new sidewalk on the Richmond side of Kay Road, as opposed to the Montalvin manor side.
- While replacing existing rolled curbs with concrete curbs is a good idea, prefer to spend money on signage and informing/educating people not to park on sidewalks.
- Adopt and enforce "Safety First" on Tara Hills Drive, especially for mothers and children. Put streetlights on Tara Hills Drive.
- The sidewalk on Richmond side of Kay Road is preferred for the construction of a new sidewalk.
- Establishing connection between the neighborhood and the Bay Trail is a high priority.

D. Overall Image

- Accord high priority to landscaping the area between San Pablo Avenue and Madeline Street. Incorporate placement of entry monuments into the improvement strategy.
- Landscape Kay Road as a high priority action; coordinate this improvement with construction of sidewalks on both sides of street.
- The pride and sense of ownership that the residents of the Mobile Home Park should be emulated by the other residents of the Montalvin Manor Park.
- Better advertise the neighborhood clean up programs.
- Regularize clean-up days, either once a year or more frequently; the city dump is expensive and difficult to access.
- Improve signage informing residents of street cleaning days.
- Allow and encourage individual community member to plant trees in their front yards (as an effective but cheap idea to beautify the neighborhood).
- Plant trees on the property lines to symbolically acknowledge the existing ROW.
- Actively seek "weed and seed" funds to better patrol the neighborhood street and fight out crime.
- Sound wall along San Pablo Avenue was considered not a good idea as it excludes San-Pablo avenue corridor from the neighborhood

E. Transit Improvements

- Accord high priority to install bus shelters providing adequate protection from the elements, especially wind. Incorporate bollards or similar pedestrian friendly barriers in the new bus shelters on San Pablo Avenue, to provide safety to the pedestrians from the fast moving traffic.
- Lobby to improve WCCAT service along with new bus shelters. Explore night and Sunday WCCAT service. The WCCAT and AC transit service to Montalvin Manor neighborhood has steadily decreased over the years.
- Proposed move of 'Hilltop Commons bus stop' on the Montalvin Manor side of the San Pablo Ave is a good idea.
- Evaluate a carpool/vanpool locations within the neighborhood.
- Move the San Pablo Ave bus stop in front of Mobile Home Park to the other side of the Tara Hills Drive as it causes undesirable soot, garbage and noise issues for neighboring residents. Poor visibility and lack of funds are among the reasons cited by the county for not moving the bus stop.

F. Montalvin Park

- Accord high priority to improving park maintenance to encourage use of this great neighborhood asset. Improvements should be coupled with adding the following new amenities to the park:
 1. Drinking water fountains
 2. New restrooms
 3. Shading trees
 4. Trash receptacles
 5. Cooking facilities like firepits and especially for barbecue
- Improve the quality of the children's play area.
- To improve Park, continue exploring the development of new housing along the southwest edge of the park, but make it a long-term priority.
- Investigate providing access from Mobile Home Park.
- Recognize the diverse makeup of the Montalvin Manor community when programming new uses for the park, including new soccer fields, etc.
- Remove the existing chain link barriers in front of the park entrances and connect the internal park road to the adjacent neighborhood roads, namely Lettia and Denise.
- Explore bicycle policing of the park.

G. Opportunity Sites**Garrity Creek**

- Restoration of Garrity Creek is the most important action item in this category.
- Garrity creek site was once used to land helicopters!

Tara Hills Shopping Area

- Redevelopment of Tara Hills Center was considered as an important community resource. Explore fast but healthy food restaurants, community halls, etc as potential uses.

I. Infrastructure

- Accord high priority to resolving the drainage issues in the following areas, in addition to locations identified in the presentation:
 1. Lettia and Montalvin Drive
 2. The two entrances to the Montalvin Park (from Lettia and Denise)
 3. Tara Hills Drive between San Pablo Avenue and Garrity Creek.
 4. Entry road to Mobile Home Park from Tara Hills Drive

- Combine drainage improvements with improved maintenance of gutters.
- Fix the cracked sinking corner at the intersection of Lettia and Montalvin Drive.

I. Implementation

- Accord highest priority to organizing community involvement that will review various planned improvements.
- The proposed neighborhood committee should have a minimum of one representative from each neighborhood street.
- Encourage better neighborhood interaction by establishing a neighborhood newsletter and website.

ADDITIONAL COMMENTS

- Beautiful flowers and clean and well-maintained surroundings of the Mobile Home Park are well appreciated by all neighborhood residents.
- For long the county has discouraged the use of the Garrity Creek site because of the presence of endangered species. However, it now wishes to develop the area in order to expand the tax base and fund improvements in the Montalvin Manor neighborhood!
- Work with police, community services, PAL, kids club, etc to create mentorship for youth.
- Water is a strong reactionary agent and thus drainage issues should be handled immediately as things will only go worse if not addressed immediately.

QUESTIONS

- Who owns Tara Hills Drive? Is it within the county's jurisdiction?
- Who owns the asphalt area in front of the Montara Bay Community Center?

NEXT STEPS

The next Montalvin Manor Transit and Pedestrian Access project workshop will be held at the Montara Bay Community Center on November 15th, 2003 from 9:30 a.m. to 11:30 a.m. A Staff Meeting with the county staff will be held on November 3rd to review various neighborhood improvement actions for the community based on the input we received from the community in first two workshops and discuss strategies to implement them.

The purpose of the third and final workshop will be to present the final refined list of neighborhood pedestrian and transit improvement concepts and to the community and get their feedback. These improvement concepts will be prioritized and scheduled to create an effective improvement strategy for the neighborhood.

APPENDIX

- A (i). Wallgraphic Reduction I
- A (ii). Wallgraphic Reduction II
- B (i) Action Matrix Dot Exercise
- B (ii) Action Matrix Dot Exercise
- B (iii) Action Matrix Dot Exercise
- B (iv) Action Matrix Dot Exercise
- B (v) Action Matrix Dot Exercise

Summary Memo #3

PROJECT: MONTALVIN MANOR PEDESTRIAN AND TRANSIT ACCESS PROJECT
CONTRA COSTA COUNTY REDEVELOPMENT AGENCY
SUBJECT: REVIEWING IMPROVEMENT ALTERNATIVES
DATE: NOVEMBER 15, 2003 / 9:00 A.M. TO 12:00 P.M.

INTRODUCTION

On November 15, 2003, approximately 35 community members convened for a meeting to review implementation strategies as part of the pedestrian and transit access process for the Montalvin Manor neighborhood area. This was the third and final public meeting held to develop a community-based Montalvin Manor Pedestrian and Transit Access report.

The Contra Costa County Redevelopment Agency initiated this community process upon receipt of a planning grant from the "Transportation for Livable Communities" Project of the Metropolitan Transportation Committee. The scope of the grant visualizes providing analysis of existing impediments, as well as potential solutions for pedestrian access and circulation within the neighborhood to community facilities such as the park, school and community center, transit facilities on San Pablo Avenue, and the proposed Bay Trail. Another important focus of the grant is the potential study of visual enhancements to create a gateway to the community.

The purpose of this meeting was threefold: to confirm and finalize the emerging Overall Neighborhood Transit & Pedestrian Improvement concept, to confirm and finalize the Top 10 Priority Improvement Actions, and to discuss potential implementation strategies. The feedback generated at this and previous meetings provides direction for the development of the Montalvin Manor Pedestrian & Transit Access report.

WORKSHOP FORMAT

The workshop was held at the Montara Bay Community Center between 9:30 a.m. and 11:30 a.m. County Supervisor John Gioia (Supervisor District 2) welcomed community members and invited them to participate as much as possible in this planning process. Tim Gilbert, Moore Iacofano Goltsman Inc. (MIG) reviewed the agenda for the morning, introduced various members from the County and consultant staff working on this project, and outlined the project process and overall framework. Mr. Gilbert facilitated the group discussion. Mukul Malhotra of Moore Iacofano Goltsman (MIG) Inc. presented the PowerPoint presentation to review the proposed improvement concepts, top priority actions, and implementation strategies. He also assisted by recording questions and comments on a large wall graphic (see photo reduction in Appendix). This memo summarizes the community input generated

during the meeting, as well as the ideas submitted on comment sheets. The summary is organized into sections that reflect the workshop discussion topics:

- **Improvement Concepts Feedback/New Issues,**
- **Additional Comments,**
- **Next Steps, and**
- **Appendix**

IMPROVEMENT CONCEPTS FEEDBACK / NEW ISSUES

Community members provided input on the improvement concepts and identified additional challenges and opportunities to be considered in planning for improved pedestrian and transit access in the neighborhood:

A. Traffic & Circulation

- A study of the appropriate traffic calming devices is needed prior to implementing any one-way streets.
 - Chicanes are not ideal, need chokers
- One-way streets: very popular and acceptable
- Evaluate the adverse effects for one-way streets. Evaluate the term "street calming" to describe one-way streets.
- A strong consensus is needed for Christine Dr. calming one way

B. Parking

C. Pedestrian & Bike Access

- Make sure to include the sidewalk along Shamrock Dr between Madeline & the bus stops as part of the top priority actions.

D. Overall Image

- Remove graffiti on Rachel Road.
- Signage in neighborhood is dull and needs replacement.
- Address street lighting & garbage issues on Kay Rd. County is talking to the City of Richmond.
- Address immediate small visual problems , i.e. ugly fence and garbage on Kay Rd.
- Implement stiff penalties for any graffiti infringements in the neighborhood.
- Build entry monuments as one of the first improvements. Use community labor, and tap into the will and desire to physically build the improvements.
- Both Contra Costa County and EBMUD own the easement between Madeline & San Pablo. Need to talk to both stakeholders for improvements in that area.
- Provide assistance for long-term renters to become owners: reduce absentee landlords.

E. Transit Improvements

- Work with AC transit to extend 72R bus service to the neighborhood

- The Montalvin Manor neighborhood, along with surrounding neighborhoods like Bayview Hill Top Commons, etc. is in the County's "M-17 area" and receives \$17,000 to maintain community facilities like the Montalvin Park and Community Center. This is insufficient. Create an assessment district solely for the existing and planned improvements that exist only within the neighborhood.

E. Montalvin Park

- Active programming of park uses is very important in making the park safe, popular, and user-friendly.
- Improving the park is a high priority. Use drought resistant landscaping.
- Evaluate potential professional soccer field in park along with restroom, shade trees, etc.
- Create a Recreation Center in park: walkathon and other such activity programming.
- New homes in park will add to traffic problems. Activity programming is the key solution.
- Hire a full-time custodian for planned restrooms.

G. Opportunity Sites

H. Infrastructure

- Most severe flooding problems occur at the Montalvin Park entrance at Lettia Drive.

I. Community Involvement

- Look at long-term sustainable solutions. These need to come from the ground up, from the community's active input and participation.
- Gradual but steady improvements for one-way streets should involve the community at every stage. Advertise changes and improvements.
- Mail action list to all residents.
- Need community action to stop and speak to people and residents who dump (combine with social control point). A certain amount of social control is an important objective along with physical improvements.
- Community pressure and involvement helped Montalvin Manor school to be elevated to the top Level 1 improvements. Similar pressure and active involvement is needed to bring about other planned improvements.
- The neighborhood needs to have an in-depth long term discussion of problems.

Additional Comments

- Tap into the momentum of the desire of the people to help build various improvements. Heartened by the proposed project and changes. Now "Let's make the changes" and "keep the ball rolling".
- Look at the improvements and issues with a larger perspective:
 - o A few vandals destroy the image of the entire neighborhood.
 - o Existing environmental issues cause problems like flooding, etc.
 - o Existing social issues create problems like graffiti, drug activity, etc.
- The resurgence of gang problems is a big concern.

NEXT STEPS

Two steps remain in the Montalvin Manor Pedestrian & Transit Access Project:

1. MIG, Inc. will write the Action Strategy document in collaboration with county staff. The Action Strategy document will be finalized and presented in the first half of January.
2. Create an Environmental Scan Memo (CEQA checklist) for the various recommended improvements.

APPENDICES

- A (i). Wallgraphic reduction - page 1
- A (ii). Wallgraphic reduction - page 2

